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BIRTHS.

On the 29th April, at Shanghai, the wife of Mr. M. ZIMMERMAN, of a son.

On the 5th May, at Yangchow, to Dr. and Mrs. P. S. EVANS, Jr., a daughter.

On the 6th May, at Paoinglu, the wife of DAVID LATTINOR, of a son.

On the 9th May, at Shanghai, to Rev. and Mrs. FRANK RAWLINSON, a son.

On the 10th May, at Shanghai, the wife of THOMAS K. MCINTYRE, of a son (still-born).

On the 6th May, at the British Legation, Peking, the wife of C. C. A. KIRKE, of a son.

HOLLINGS.—On the 14th May, 1906, at Brentwood, Essex, England, the wife of A. E. HOLLINGS, of a son, ALFRED MAURICE. Both doing well. (By cable.)

MARRIAGE.

On the 8th May, at Ningpo, the Rev. WALTER ROUBINS (C.M.S.) of Tachow, to Miss MARIE LOUISE WOODRUFF.

DEATHS.

On the 31st March last, at Beckenham, Kent, JOHN BRAND, formerly of Shanghai.

At Home, on 17th April, LUCY, widow of W. W. Williams, late Colonial Treasurer, Straits Settlements, aged 72.

On the 6th May, at Shanghai, JOSE FRANCISCO DE ROZARIO, aged 52.

On the 8th May, at Shanghai, WALTER GORDON STROUD, aged 27 years.

The Hongkong Telegraph

MAIL SUPPLEMENT.
ISSUED GRATIS TO SUBSCRIBERS.

HONGKONG, SATURDAY, MAY 19, 1906.

A WARNING TO HOUSEHOLDERS.

(14th May.)

Considerable attention has been given of late to the largely enhanced cost of vegetables in Hongkong, but in dealing with this subject people are apt to overlook the dangers which lurk in the green foodstuffs which come into the Colony. It is a well known fact that in cultivating vegetables the market gardeners, who are practically Chinese to a man, are in the habit of using human excreta

as manure, a practice which is prohibited in Hongkong, although no one will maintain that the custom does not prevail. In their annual report on the sanitary condition of the Colony, Dr. Clark and Dr. Pearce, the chief medical officers of health in Hongkong, call special notice to this practice and warn householders against the consumption of raw vegetables. Several cases of typhoid fever were traced or at least attributed to vegetables which were partaken of either uncooked or under-cooked. "It cannot be too strongly impressed upon the public in this Colony that to indulge in uncooked vegetables, e.g. salads, is to run a risk of typhoid infection." These medical experts proceed: "By far the greater amount of vegetable food is imported into Hongkong from China. The Chinese as a well-known use human excreta as manure. The danger of this practice is not found in this mere fact itself, for provided that all such matter is thoroughly ripened in a manure pit before being applied to the soil the probability of contamination of the plants is remote. But there is danger in the practice of watering vegetables with diluted fresh excretal matters. It is not generally known to the public that the urine of a typhoid patient may contain the typhoid bacillus for weeks and even months after convalescence. Over such food grown out of the Colony there is no control at all. Within this Colony the bye-laws require all excretal matters to be removed to the conservancy boats and hence the using of it in gardens is illegal. Practically the only manure obtainable by gardeners in Hongkong is of human origin and the very existence of market gardens in this Colony must certainly be taken as presumptive evidence that human manure is used. In spite of the fact that people if caught removing excreta to any place but the conservancy boats are liable to punishment, no one should assume that vegetables grown in this Colony by market gardeners are, or can be grown with profit, without the use of human manure. The moral is obvious:—To eat no uncooked vegetables unless grown in a garden where one's own knowledge such manure is not used." If people adhered literally to that rule it is doubtful whether many would ever enjoy a salad in this Colony. It is practically impossible to keep a surveillance over the market gardens in Hongkong, and the ways of the gardeners are not always what they seem. No doubt many of those who have passed the gardens in the vicinity of Happy Valley must have had their suspicions aroused as to the character of the manure which was being used to raise the vegetables, but nobody dreams of taking action on bare suspicion, and the Chinese gardeners proceed to please themselves on the question of manure. The fact that the use of uncooked vegetables, grown in districts which are free from the trammels of sanitary inspection, is a very real danger to consumers is found in the report that next to plague the largest number of cases of infectious disease occurred under the heading of typhoid fever. There were 42 cases among Europeans, 16 of which were imported; while the Chinese cases numbered 37, and there were 11 cases among the other races in the Colony. It will be well, therefore, for householders to eschew such foods as those which imply the use of uncooked vegetables, unless, of course, they have a back garden in which they grow the plants under their own supervision.

HONGKONG'S POPULATION.

Some interesting statistics regarding the population of the Colony are given in the annual report on the sanitary condition of Hongkong. Very few have any idea as to the numbers of the respective races in the Colony, and a summary of the report on this subject may be of value in the settlement of arguments which continually arise on the point. It seems that the white population of Hongkong numbers 10,835, of whom 5,722 are civilians and 5,113 belong to the Navy and Army. The coloured races (non-Chinese) number 6,837. In the city of Victoria including the Peak and Stonecutters Island there are 194,950 Chinese; in the villages there are 16,206; in Old Kowloon, 73,473; in New Kowloon about 21,000; while 54,154 live in boats. The grand total of Hongkong's population is 377,850. It will hardly be believed that of the Chinese population no less than 72.9 per cent. were males, according to the figures obtained at the last census, so that we have the unusual position of three men to every woman in the Colony. And these males are not boys or decrepit old men; the very reverse, for they are in the prime of life, or at least half of them are in that happy stage of between 20 and 45 years. Hongkong's population lives in 8,571 houses having 25,393 floors. The average number of persons in each house is 22.4 and each floor carries an average of 7.5 people. So that it will be seen the proportion is seriously near the limit laid down by the Government. Indeed, one is inclined to suspect that in some cases the restriction of eight persons to a flat is evaded. The non-Chinese houses number 966. The number of persons to the area built over is 270. If the authorities went by the births registered by Chinese their calculations as to the population would be wholly untrustworthy. It is the custom of Chinese parents not to register a birth unless the child survives the first month, and often in the case of female children the birth is never registered at all. It is therefore assumed that all children of one month and under who die in the convents, or are found dead in the streets, harbour, hillsides, etc., have been born in the Colony but not registered, and accordingly a fairly accurate estimate is obtained by adding the number of

registered births to the number of "unregistered." According to that plan it appears that 124 males are born in proportion to every 100 females. In the non-Chinese community, the proportion of male births to female was 103 to 100 last year; in 1904 it was 83 males to 100 females, and in 1903 and 1902 the proportion was 111 males to 100 females. The death rate is rapidly descending, and if figures could be implicitly relied upon, Hongkong should be one of the healthiest places on earth. In 1886 the rate of mortality was 31.79 per thousand; in 1905 it was 16.89 per mille, and the average for the five years from 1901 to 1905 was 17.62, a remarkable rate for a semi-tropical city. But this has to be remembered, that Chinese when in fear of dissolution seek their native land where they can die in peace and without sight of the ancestral tomb, so that these averages are not absolutely correct. Among the non-Chinese section of the population there were 302 deaths; of these 89 were British, 56 Portuguese, 16 German, 11 American, 6 French, and smaller numbers of Swedes, Italians, etc.

TRADE IN SINGAPORE.

An interesting and in some respects important review of trade prospects in Singapore appears in a recent issue of the *Free Press*. The writer after considering the outlook from a general standpoint comes to the conclusion that the position of Singapore is not reassuring, and "unless there is some change for the better in the condition of the local bazaar which is now far from satisfactory, the failure of large dealers hitherto deemed absolutely safe gives some intimation of what may be expected." The writer adds: "If, however, the bazaar quickly recovers in tone, a fixed exchange will prevent a recurrence of the enormous losses sustained by Chinese and Kings during the last months of 1905, giving greater stability and removing the principal hindrance to confidence in business transactions." Although there has of late been an absence of commercial prosperity in Singapore, that fact cannot be attributed in his opinion to any lack of enterprise on the part of merchants. On the contrary, business houses have never been half so alert or active as they are at the present time. They have been doing everything in their power to induce business, but all to no purpose. They have abandoned their former supercilious attitude towards an intending customer and crave his business, with the result that the customer is now the independent individual who is waited upon deferentially by the seller. And the reason for this changed attitude is found in the keenness of competition which has come to stay. It is not now a question of a fifteen to twenty-five per cent. profit, but of anything under seven. The question of exchange has blinded the Singapore merchants to the real state of affairs, and the writer predicts that 1906 will show some surprising results to those who have trusted, in the past, to recoup themselves on a rising exchange. One of the features of trade competition is the sacrifices made by foreign houses to secure a share of the market, and now the elimination of the exchange question creates an important revolution in the methods of business finance. It is remarked that a short time ago it was sometimes possible to buy goods as cheaply as they were sold in Europe, but that was an unnatural state of things which will disappear with the fixing of the dollar. The fluctuation in home prices, and the movement in local stocks, remain the only speculative consideration which now enters into transactions, beyond the ordinary margins of profit. It is satisfactory to note that the position of Great Britain in the Southern Colony as a manufacturer of goods gives no cause for pessimistic utterance. She is far and away in front of her rivals, and there are no evidences of any weakening of her hold; rather does it appear as if she would improve her supremacy. One of the great drawbacks to legitimate trade in Singapore is the shipping restriction which has affected commerce since 1897, by imposing restrictions entirely unnatural and disturbing the balance of trade by doing away with the benefits which flow from a healthy competition. The writer, however, believes that in the near future the alliance will be shattered by the introduction of vessels of huge tonnage, which will oust the vessels of the "ring." The reviewer argues that Singapore is declining as a distributing port but maintains that it is increasing as a port of transshipment, although that is an unprofitable business compared with buying and selling. In this connection he remarks that "even if, as some suppose, she has before her as a shipping port immense possibilities in the opening up of China, the cutting of the Panama Canal may be considered an offset in favour of the ports of Manila and Hongkong." The expenditure on harbour works, the expansion of facilities at Tanjong Pagar and the possible creation of a naval dockyard, would all mean the expenditure of large sums of money in the place itself, but this would be more or less of a temporary nature and it is doubtful, what, if any, increased benefit as a port would accrue. In all these circumstances the outlook is not reassuring for Singapore. But the writer neglects to take into consideration the rapid development of the hinterland, the large areas of land in Malaya that are being brought into cultivation, the extension of the railways, the opening up of Johore and a variety of other schemes which must all tend to assist the chief port of the peninsula. On the whole, looking at the matter from a disinterested standpoint the writer may be deemed unduly pessimistic.

CANTON PIRACIES.

(15th May.)

In referring to the river-traffic carried on by native vessels between Canton and other places, Mr. F. A. Morgan, Commissioner of Customs at Canton, in his decennial report, says: "The pest to the traffic is piracy. During the last year of the decade 36 piracies were reported; though this is but the minutest percentage on the number of trips, the losses to passengers total up to a large sum and a general feeling of insecurity results." There is no doubt about the feeling of insecurity, for every native traveller on the Canton delta is in perpetual terror that the next turning will reveal a gang of pirates, bent on relieving him of all his worldly possessions, down to the last garment that covers his nakedness. As the authorities continue to ignore these desperadoes, the latter become bolder with repeated successes, and it was only a short time ago that a well-known missionary was despoiled of all his impedimenta—which may be considered a suitable word in this connection—and even his medicine chest and camera were appropriated by the pirates. It is observed by the Commissioner of Customs that as a rule no resistance is offered to the pirates, and he accounts for this tameness by the nature of the people, and partly because the crowded state of the boats makes resistance difficult, and renders it easy for the pirates to "hold up" their fellow-passengers. "Consequently," he says, "with something approaching complacency," there have been few deaths. In a few cases, however, fight has been shown and lives lost on both sides. As a rule the pirates are content to carry off the spoils and to allow the launch and boat to continue their journey; but they sometimes carry off the launch and use her for further outrages. They have even been known to charter a launch in Hongkong and take her off on a piratical cruise. It is recalled that some years ago the pirates became so bold that they actually demanded subsidies not only from native but even from foreign firms. It is satisfactory to add they did not get the subsidies. Now, why are these pirates in existence at all? Mr. Morgan says that the suppression of *jamun*, the introduction of steam launches and other causes are assigned for the existence of these pests, because they "are supposed, to be earning a living in the only way left to them; but the true cause is probably to be found in the facilities which the many waterways afford them for carrying out their depredations and escaping pursuit." It is usual to suggest that if the Chinese provincial authorities neglect their manifest duty to exterminate the pirates the river-boats of the Powers should take the matter in hand themselves, and ruthlessly stamp out these hindrances to trade. The Commissioner of Customs has another scheme, which is worth attention. "Work for the unemployed on roads, etc., and a stricter policing of the waterways would probably stamp these gentry out and restore such confidence, in many districts, that work would follow." Does this mean, then, that the work of constructing the Canton-Hankow railways on the one hand and the Canton-Kowloon railway on the other is likely to have the beneficial and entirely unlooked-for result of reducing the ranks of the pirates, and causing honest rascals to become decent members of society once again? It is to be doubted. Once embarked on a career of crime it is difficult to turn back. The spice of danger in raiding a boat, the game of eluding the claws of the authorities, the free and easy life, these are things which enter into the freebooter's blood—they become ineradicable. As to the policing of the waterways if that is to be carried out at all it must be under foreign supervision. "One way or another," adds the Commissioner, "a considerable number of pirates have been captured and executed by the authorities; but the public sentiment towards them seems to be somewhat like that entertained by the communally tolerant highwaymen in Europe in the earlier years of last century, a merciful honour being conferred on the offender by his free, dashing life and easy bearing when retribution eventually overtook him." But the gay and gallant highwayman was exterminated, despite his free and easy bearing on the gallows-tree and the plaudits of those who found in his end sport for an English holiday; and there is no reason why the dashing buccanniers of the Canton delta should not also be wiped out, by the rough and ready methods, if necessary, of earlier days. "We have referred only to pirates in the Canton district, but these decennial reports of Customs officials all round the coast teem with details of the damage and destruction done by pirates to legitimate trade and helpless travellers.

DECLINE OF CHINA TEA.

Within the memory of the present generation, China tea was considered a luxury by people in England, and those who claimed that the Indian product could compare in the least degree with the Far Eastern article were looked upon somewhat in the light of dangerous revolutionaries. But when coffee failed in Ceylon and the cultivation of tea on a large scale was started, there was a gradual change in the taste of the English consumer, and that change has continued until the present day. Ceylon tea practically holds the market at the present time, and the once famous Pekoe occupies a miserable position far in the rear. Of course, there are those who still declare a preference for China tea, but they are mostly confined to those whose palate has been educated in the interior of China, who have been obliged to

use the native product or give up the non-indebriating cup entirely. As a matter of fact, the majority of residents on the borders of Chinashow little or no enthusiasm for the teas grown in the Middle Kingdom. Perhaps the preference exhibited for Indian tea—including the Ceylon product—may be attributed to the fact that people demand a rich, full-flavoured article, with a strongly pronounced colour—a tea which palpably exhilarates after a single draught. The average China tea on the market is usually of a weak, colourless variety, with a barely perceptible flavour, or at least, with a flavour which it requires an educated palate to appreciate and enjoy. The European consumer demands the more potent tea, while the Chinese revel in the delicate aroma of the native leaf. In Hongkong, there are, it may be assumed, comparatively few foreigners who habitually use China tea to the exclusion of that cultivated in India. Indeed, the newcomer is inclined to suggest that he is being defrauded of his rights when China tea is substituted for the article to which he has been accustomed, and it is not too much to say that a chest of China tea if sent as a gift to a household in England would be received with dubious feelings. The result of this preference for Ceylon and Indian teas has been a slump in the Chinese leaf, so far as Great Britain is concerned. For one thing, adverse seasons have had the effect of depreciating the flavour of the tea. Last year the cold wet spring ruined the flavour of the first crop, and when the better quality of the later pickings gave prospect of an improved market, adverse exchange operated to keep prices low. Green leaf was pronounced to be the worst for years, and although the total quantity exported was equal to that of the preceding year, the prices realised were vastly lower. In his annual report, Mr. H. B. Morse, the Statistical Secretary of the Imperial Maritime Customs, remarks that although the returns show shipments to Great Britain of black tea, green tea, and brick tea, it is known for a fact that the last named is meant for Russia, and that is probably true of leaf as well. To show the falling-off in the consumption of China tea in Great Britain the figures in the annual report may be quoted. The home consumption of China tea in Great Britain in 1904 was 82,800 piculs; in 1905 it had fallen to 49,942 piculs. And yet the consumption in Great Britain of all teas in 1904 was 1,924,950 piculs, and in 1905, 1,943,165 piculs. So that China only supplies to the English market a paltry 2.5 per cent. of the total amount required. Mr. Morse adds: "The hope of the future now seems to lie in the finest teas, attractive for the inimitable softness of flavour, and the commonest teas, attractive for their cheapness. But we doubt very much whether even on the point of cheapness the Far Eastern tea can compete with the scrapings of Indian tea which English dealers supply to their poorest customers for little more than a song. A writer in the *Times* in noting the deficiency in the importation of China tea remarked:—'A commission of Chinese experts has recently visited India and Ceylon plantations in order to ascertain the methods by which they have grown tea so much better than the Chinese can; it is reported that the members of the commission were not hopeful of emulating British methods on any considerable scale although tentative experiments may be made.' So far as we can learn, these experiments have not yet begun, but even if they proved successful it is doubtful whether China tea could supersede the Indian and Ceylon product, now that a taste has been developed for the latter. It is rather to be regretted that China tea with all its associations should lose the English market, but people will have strength before quality, as is evidenced by the housewives who begin the day with a first infusion which remains in the teapot all day long, the quantity of leaves gradually increasing as the colour shows signs of weakness, till the final decoction is little more than rank poison.

EXCHANGE COMPENSATION IN HONGKONG.

(16th May.)

One of the curious features of the administration of Hongkong is the wonderful partiality which is shown the higher paid branches of the Civil Service of the Colony. On every occasion possible their wishes, which are by no means restrained or moderate, are met, if they are not forestalled, to the detriment of those who occupy junior positions, and to the injury in some cases of the public purse. Were it the fact that the subordinates in the Civil Service participated in the distribution of plums which is periodically made there might be less to cavil at, but it would almost seem as if they were ostentatiously ignored, and being voiceless they are treated as the goats of the Service. There may be no intention on the part of the Government to slight a most deserving body of men, but unfortunately the general policy of the powers that be would lead one to think otherwise, and a new demand which has been submitted does not tend to dissipate that opinion. This demand takes the form of a question which will be answered, no doubt, at the meeting of the Legislative Council to-morrow, and strange to relate the demand is submitted by a non-official member of the Council, one pledged to safeguard the interests of the city and to see that no injustice is done to the ratepayers. Standing in the name of the Hon. Mr. H. E. Pollock, K.C., is the following question: "Will the Government consider the advisability of granting to those Civil Servants who are drawing their pay on a sterling basis the

privilege of drawing half of their pay at the rate of 1s. 8d. to the dollar, or will the Government grant some other relief by way of compensation to such Civil Servants?" We thoroughly believe that Mr. Pollock's presence at the Legislative Council board will be productive of lasting benefit to the community at large, and that his motives are of the highest, but we submit that if Mr. Pollock is in favour of supporting the claim of the already highly paid officials to an additional rise in salary he has been led into making a false step. Not only is this a matter affecting the Civil Service, but it concerns every one in the Colony, for one way or the other, it will clearly touch the pockets of the ratepayers, or in other words the whole community. We have to consider, in the first place, what claim the Civil Servants who are drawing their pay on a sterling basis have to this measure of "relief." About a dozen years ago, when the dollar began to fall, there was a great outcry among the Civil Servants that because they had to remit money home they found themselves on the verge of starvation on account of the depreciated dollar. It may be true that they had to remit money to England, or it may not; but if that necessity to make remittances to England really existed their condition would be no worse to-day by the appreciation in the gold value of our current token, since they are able with fewer dollars to make the same remittance home. This grievance was worked for all it was worth, however, and complacent unofficial members of the Council were induced to support a resolution for the grant, in the first instance, of exchange compensation and, subsequently, double exchange compensation when the dollar again fell. Mark the point, that while the dollar continued to depreciate the Civil Servants were benefiting all the time. They were rubbing their hands in glee, these men paid on a sterling basis, so long as the dollar dwindled in value, and the men who had elected to take their money in the currency of the country were bemoaning their fate and going about "with a face full of woe." Now that the dollar has risen again, the Civil Servants come once more to the Legislative Council, and through Mr. Pollock suggest that they should again be favoured at the expense of the community. Assuming, for the sake of argument, that real hardship does exist among the Civil Servants, who is responsible for this state of affairs? Nobody but the Civil Servants themselves, and that can easily be proved. A couple of years ago, the Secretary of State for the Colonies offered them the alternative of drawing their salary partly in sterling and partly in silver. Why did they not then adopt such a course as would reduce to a minimum any risk that might be incurred as the result of a fluctuating dollar? There is a standing rule in the Colonial Office red book that members of the Civil Service may not indulge in speculation. That rule was cast to the winds when they elected to take their salaries in sterling, for it is a well known fact that the vagaries of the white metal are as uncertain as the elements. They calculated that the dollar would continue to fall and that they would reap still further advantages. At that time it was common rumour, even in financial circles, that silver was still on the down grade, that it would fall below 1s. 6d., and might even touch 1s. 2d. As it turned out, the unexpected happened, and the little "flutter" indulged in by the Civil Servants proved their undoing. Their judgment was wholly at fault, and if they are receiving fewer dollars to-day than they anticipated they have themselves to thank for it. Now they come forward and ask to be recompensed for an error in calculation. Should the Colony be called upon virtually to give this administrative staff a 20 per cent. bonus on half their salaries? Is it not better that the Colony should reap the advantage which has resulted from the increased value of the dollar, and carry out urgent works of necessity with the surplus which will result? We are not suggesting that the Colony should act in any niggardly spirit towards the administrative staff, but the higher grade Civil Servants have already received exchange compensation, and double compensation too, merely because they asked for it. Are they going to receive still another "grant-in-aid" because they ask for it? Are the moneys required for public requirements to be diverted into the pockets of the Civil Servants? The idea is absurd. When the Straits Settlements Government suddenly fixed the dollar at 2s. 4d., an arbitrary rate not at all regulated by the current value of the coin but to obtain security for the Government, there was no suggestion of compensating the Civil Servants there who draw their pay on a sterling basis. The fact of the matter is, the Civil Servants of Hongkong have not the ghost of a leg to stand on. When they saw the dollar rising they should have curtailed their expenses; they had plenty of time to do so. Many a poor covenanted employee has to work for private firms in the city; does he get any exchange, and double exchange, and triple exchange compensation? No, he has to grin and bear it. He is hardly likely to be comforted when he knows that any compensation given to the Civil Servants comes out of his pockets in some way or other. And when the junior members of the Civil Service see how the cause of the well-to-do is championed by the representatives of the people, while their little wants—little to outsiders but all-absorbing to them—are callously cast aside as valueless and not worth the consideration or advocacy of Colonial statesmen, are they likely to be satisfied or work any better? Mr. Pollock is capable of much good at the Council and we would not disparage him for a moment, but surely he was ill-advised when he brought forward this purely imaginary grievance.

THE WRECKED "CHUKONG"

COURT OF INQUIRY.

At the Harbour Office this morning, before Hon. Captain L. A. W. Barnes-Lawrence, R.N., Harbour Master, an inquiry was held into the circumstances attending the wrecking of the s.s. *Chukong* off Breaker Point on the 27th ult.

With Hon. Capt. Barnes-Lawrence, as assessors, sat Lieut. C. K. McCallum, R.N., Captain Wellesley M. Davidson, of s.s. *Tartar*, Captain Percy M. A. Lake, s.s. *Lalang*, and Captain W. F. Turner, s.s. *Powhatan*.

Bertram Rutter, chief engineer of the s.s. *Chukong*, said that they left Hongkong on the 26th ult., the weather then being fine and the sea smooth, but that some evening the sea rose and the weather became stormy, and continued so until the 28th ult., when the weather became worse that night, the vessel rolling heavily, the captain gave orders to slow down, and if the weather did not improve he would run for shelter. Witness did not get much sleep that night as the vessel rolled so much. At daybreak on the 28th ult., the chief officer called witness and said they were in trouble and great danger. When he got up he noticed she had a heavy list to port, and he ran down to the engine-room, where everything was all right, and the telegraph was working. The port engine, the full speed astern and the starboard engine full speed ahead. He went up on deck then, to the bridge, and the captain told him they were in the trough of a sea broadside on, and he wanted to get her head round to run before it. They tried it until 5.30 a.m. but could not get any way on at all. Her list to port was increasing all this while, until finally they could not use the starboard engine; the injection was on, and the vessel then went up and reported to the captain that she could do nothing with the engines, and he sent all the men out of the engine room on deck. The list increased until she turned over. It was a quarter to six when she went down. Just previous to her turning over the boatswain lost the life-boat by letting it fall into the sea from the bridge deck. All the Europeans were on the bridge when she took the final list. He noticed that they were all fully dressed, but they had no life-belts; some of the Chinese had got them on, but the rest had not. Witness had no life-belt. He did not know if there was a life-belt in his cabin, but he could not have got there to get it. When the ship was level with the water he had to jump over the side, and endeavoured to pick up a life-belt. By the time he had looked round he was some distance away, and it was useless to try to get back on account of the heavy sea. He got into the lifeboat and tried to pick up any of the survivors. The boatswain was in charge of the tiller, and they fired the Breaker Point, and they landed on the beach just after the light. The consul at Swatow looked after them. In the boat was the crew and nine Chinese members of the crew, besides witness. Two others were picked up by a German steamer, but he did not know her name. They were on a raft. He learned that two others had been saved as the second engineer (Chinese) came to him in Swatow and told him that a fireman and he had been taken to Amoy in a German steamer that had picked them up, and that they had come on to Swatow on the *Hat Loong*. That was about a week later. They all returned to Hongkong in the *Hat Loong*. The second engineer was in charge of the engines from 8 till 12 p.m., the third engineer from 12 till 4 a.m., and witness would have been called at 4 a.m., but the third called the second instead. Witness asked why he was not called and the second said he forgot in the confusion. There were all proper arrangements for pumping water out of the hold of the ship, and the arrangements were satisfactory. When he went down to the engine-room at 5 o'clock there was no water there then; it was principally on the main deck. The captain told witness shortly after that there were three inches of water in the hold. It was the water in the 'tween decks that caused the heavy list to port. She was a river boat, and there were three decks. Witness saw the water in the 'tween decks. His cabin was on the upper deck. After he went down to the engine-room he went to look what water there was then in the 'tween deck. Water came down to the engine-room, and through the port bunkers and the lower hold. The water came through the door from the 'tween deck and witness seeing it closed the door. He saw a lot of water on the deck, about three or four feet against the ship's side. He did not report it to the captain, as he knew the chief officer had already done so. To his knowledge, or as far as he knew, there were no means of clearing the water on that deck. There were large ports, about five feet square. He did not know how they were secured, but the chief officer told him he had secured them. There were two hatches of iron deck, for the purpose of passing cargo down to the lower hold. There were 150 tons of general cargo on board consisting of 1,147 bags of rice and 25 tons of coal, but that was spare coal for use in the engine-room. The bunkers were full when they left Hongkong. He did not know the tonnage capacity of the bunkers as he had no records. He did not know how much coal was on board altogether as it was received before he joined the ship. They always carry a couple of days extra coal in case of bad weather. All the rice was stowed in the lower hold, the 25 tons being also in the lower hold. Witness did not see the cargo on board. He did not think the cargo would shift and cause the list; bags of rice properly stowed would not be liable to shift. Witness stopped the starboard engine as it was useless to work it. The port engine was stopped by orders from the bridge. The engine-room doors were not water-tight and the water was coming down all the time. Before witness left the engine-room he was not sure whether he stopped the port engine. He did not handle the engines at all; he gave orders for it to be stopped. After the captain rang "finished with the engines" witness went to the engine-room and told all the men to get on deck, and he went himself. The port engine was then stopped. The pressure at the time in the boilers was 130—she usually carried 150 lbs. It did not occur to witness to blow off the steam in the boilers before finally leaving the engine-room. When witness told the captain made no remark, but went to the telegraph and rang "finished with the engines." He did not know whether the hatches were battened down. The only way he could think of for the water to have got in was that something must have gone wrong with the ports. He did not know how the ports were secured. If the vessel was on an even keel they could open the scuppers and let the water out. The scuppers were blocked up before leaving port.

To Captain Davidson, s.s. *Tartar*, witness said that the engines were altered between half-past four and five o'clock by orders from the bridge. He could not say whether the holds were full of cargo when she left Hongkong. The scuppers were three or four feet below the water. There were no sails up, and witness could not say whether there were any on board. They were trying to get an awning up forward. He did not think the boat was meant to carry sails. Witness did not hear of any oil being used. He did not know whether there was any on board.

Kam Ng Lee, called, said he was the carpenter of the s.s. *Chukong*. It was his duty to see that the ports and hatches were closed and secured before the ship proceeded to sea. There were two ports on each side. They were secured by iron covers, held by iron bars which were held by screws. He also plugged up the scuppers. He could not close the ports properly; none of them were properly closed. The chief officer saw them all. When the ship was rolling about witness did not see any water come in through any of those ports; the water came in through the ash-shoots; witness saw it. There were no covers for those ash-shoots, at least he could not find any. It was not his duty to cover them. Witness did not know what cargo was on board, nor where it was stowed. He did not use any tallow or white lead to try and make the ports fit properly. He had been a carpenter at sea for about eight months; before that he worked as a carpenter ashore.

Kam Yek was called, and stated that he was the boatswain of the *Chukong*. He was on deck when the steamer went down. He went on deck at 5 a.m. and the steamer went down at 5.30 o'clock. He went to bed at 9 o'clock the previous evening.

At this stage his Worship ordered the man to be sworn and warned him to tell the truth. When he went to bed the wind was not very strong, but when he got up at 5 a.m. the wind was very strong and the sea very rough. At midnight he got up once. Contradicting himself, witness said he got up at 10 p.m. When he got up on deck at 5 a.m. he got the "sampan" ready, as he found there was danger. Nobody told him, he got them ready himself. He had all four sampans ready. There were only four in the ship; two on each side of the middle of the ship. Three "sampan" got into the water, but one was floating. When he got the boats ready he put plugs in them. He took the covers off and put them on deck. His Worship: Who told you to do so? The chief officer told me the night before.

His Worship: Then why did you not do it the night before? I did it the night before.

His Worship: But you have just told us you got the boats ready when you went on deck at 5 a.m.—I took the awnings off the night before.

Witness, continuing, said he did not see any awning spread in the morning.

His Worship: Besides getting the boats ready, what else did you do?—When the vessel was foundering I was told by the chief officer to spread out the awning on the starboard side.

To Captain Davidson witness said when he went on deck at 5 a.m. the ship was listing. He did not know when the ship first heeled over; it was before he went on deck.

To his Worship witness said when he was going on deck he saw water in the 'tween decks. He slept on the other side and no water came there. The water got in through the ash-shoots; they were not secured. They ought to be secured, but he did not know how they should be, because he only went on board two days before the steamer left Hongkong.

He did not know whether they were movable ash-shoots, or fixed to the ship's side. Efforts were made to get the water out of the 'tween decks, by the use of bucket. They were using buckets at 5 a.m.

The owner of the *Chukong* was called and stated that he bought the vessel about three years ago. She was chartered by a party in Amoy and the charter had come to take her to Amoy. She was intended to be used on the run between Amoy and Chin-chiu. The rice was consigned to merchants in Amoy. The captain had been a long time in the ship, as had the second engineer; all the rest of the ship's crew were new. The vessel was insured a few days before she sailed, for \$50,000, in the Union Commercial Company, and not in any other company. It was an ordinary insurance and not taken out on account of any extraordinary risks. The cargo was insured for \$7,000 in the Yuen See Exchange Insurance Company.

Further evidence having been taken, the Court found as follows:—

THE FINDING.

We find that the British steamer *Chukong*, official number 109,865 of Hongkong, of which William Bright was master, the number of whose certificate as master was 022,631, left Hongkong about 6.30 p.m. on the 26th ult. and bound for Amoy. She carried a crew of 28 all told, 40 tons of bunker coal and a cargo of 150 tons of rice. The *Chukong* was a steel vessel of 285 registered tonnage. She was built in 1897 at Nagasaki, Japan, and had two decks and four bulkheads. Her engines were invented triple-expansion, two in number, and she had one steel boiler. It appears from the evidence before this Court that the *Chukong* when off Swatow, on the evening of the 27th April, experienced a strong north-easterly monsoon with a rising sea, which necessitated, about 30 p.m., the slowing down of the engines. The force of the wind and sea increased to such an extent that by 5 a.m. on the following morning the amount of water shipped caused a considerable list to port. As this list increased the starboard propeller reacted to such an extent that it was practically useless, and the port propeller not having sufficient power to control her movements the vessel became unmanageable, and at about 5.45 a.m. on the 28th April, foundered. The only boat able to be used was one on the port quarter, and by its means, and that of a raft—made of the four carried—14 of the crew were saved, all Chinese, with the exception of the chief engineer, Mr. Rutter.

After carefully considering the evidence, the Court finds difficulty in forming an opinion as to the exact cause of the casualty; but it appears fairly conclusive that water found its way between decks due to insufficient protection from the heavy beam seas experienced, and that this fact, combined with a possible shifting of the cargo, affected the ship's stability and would account for her loss.

A DANGEROUS PRACTICE.

OWNER AND COXSWAIN FINED.

The owner (a woman) and the master of the steam launch *Chayung* were summoned by Inspector Langley at the Police Court this morning for allowing the launch to ply in the harbour, at 2.15 a.m. on the 12th instant, without having a certificated coxswain on board. The defendants both pleaded guilty.

Mr. Hazeland—Where was the coxswain on this morning?

Coxswain—I was on board, but I left the wheel for a little time.

Mr. Hazeland—I suppose you were asleep. Inspector Langley—The coxswain was not on board the launch on that night, your Worship. This practice of handing over the wheel to deck hands, while the launch is under way in the harbour, is an extremely dangerous one.

Mr. Hazeland—Yes, I understand that. Where were they playing?

Insp. Langley—In the southern fairway.

The owner of the launch was fined \$5, and the coxswain \$25.

LEAVE of absence to the neighbouring countries on private affairs has been granted to Captain G. Radham-Thornhill, Royal Garrison Artillery, from 16th May to 15th July, next.

HONGKONG GYMKHANA CLUB.

A RECORD MEETING.

Splendid weather, though a trifle warm, ushered in the second meeting of the Hongkong Gymkhana Club on Saturday afternoon at Happy Valley. The attendance was remarkably good, the turf was very fast, and the times accomplished by the different ponies were the best attained at any single gymkhana meeting held in the Colony. His Excellency Sir Matthew Nathan and party arrived at his stand just before the first race had commenced, while the fine band of the West Kent Regiment gave a good account of itself in playing appropriate selections. The pari-mutuel did a good trade, but the dividends, but in one instance were small, owing, probably, to the favourites being known. The biggest dividend paid during the afternoon, however, was \$26.70. The race—the Gymkhana Challenge Cup—was a surprise to many, for Blue Nile came in gamely with Mr. G. C. Master in the saddle. The description of the various races is appended:—

1.—3.30 P.M.—FIVE FURLONGS FLAT RACE.

For Hongkong Subscription Gift of a Season. Weight for inches as per scale. Winners of an open race and Winners at last Gymkhana barred. Winners of an official race to carry 7 lb. extra. "Off-day." Winners to carry 3 lb. Unplaced Ponies in an official race allowed 5 lb. Non-winning jockeys allowed 5 lb. Entrance fee \$5. 1st Prize: A Cup presented by J. R. M. Smith, Esq., 1st Prize: \$25. (Entrance fees to go to winner.)

Mr. W. G. Clarke's Pathan, 1st 10 lbs. 5 lbs allowance (Owner) 1

Mr. O'tery's Red Herring, 1st 10 lbs. 5 lbs allowance (Mr. Gresson) 2

Mr. A. C. Hynes' Ingot, 1st 10 lbs. 5 lbs allowance (Mr. Hall) 3

Mr. Hickloff's Roscommon, 1st 10 lbs. 5 lbs allowance (Mr. Hickman) 4

Dr. J. W. Noble's Freddachas, 1st 10 lbs. 5 lbs allowance (Mr. Mackie) 5

Out of seven entries, a field of five was

saddled up for the five furlong race. The first saddling being punctual at three o'clock and at 3.35 the ponies were on their way to the post. The winner, Pathan, had a good many followers, as did Freddachas and Roscommon. The field got away to a good start, and Clarke on Pathan, immediately went to the front. At Black Rock he was about five lengths in the lead and maintained this position to the finish, winning very easily, with pounds up his sleeves. Red Herring and Ingot filled second and third places, respectively. But the race on the whole was simply a runaway race, there being only one pony in it. Time: 1 min. 18 3/5 sec. Dividend, \$9.10.

2.—4 P.M.—POLO POY RACE.—Open to all hand file Polo Ponies, to be passed as such by the Committee of the Club. Catch Weights. Competitors to start mounted and gallop 100 yards to a post, dismount, run 50 yards leading mount to another post, mount and gallop in Entrance fee \$5. First Prize: A Cup presented by Dr. J. W. Noble, 2nd Prize: \$25.

Mr. W. A. Cruickshank, 1st 10 lbs. 5 lbs allowance (Owner) 1

Mr. G. G. Mackie, 1st 10 lbs. 5 lbs allowance (Owner) 2

Captain Casserly, 1st 10 lbs. 5 lbs allowance (Owner) 3

There were only six entries for this event, which was won by Mr. Cruickshank.

3.—4.30 P.M.—GYMKHANA CLUB CHALLENGE CUP.—Distance One Mile.—Value to be declared when Cup is purchased. For all China Ponies. Catch Weights at 10 st. 6 lb. Winners of an open race or open Griffin race 5 lb. extra. Non-winning Subscribers allowed 5 lb. To be won by the pony scoring most marks in the races for the Cup, counting 4 points for a first; 2 for a second; and 1 for a third. The benefit of marks already scored to pass with the pony on a sale. Any winner of the race to carry 5 lb. extra—each win in subsequent races for the Cup, but in the event of a pony carrying the penalty not winning, 2 lb. to be deducted next time he starts. Penalties accumulative up to 15 lb. Entrance fee of \$5 to go in the purchase of a member to the winner of each race, and \$25 to second pony out of the Club funds. At the conclusion of the season a Cup, value \$100, will be presented to the Owner of the pony obtaining the second highest number of marks.

Mr. S. P. C's Blue Nile, 1st 8 lb. 2 lb over-weight (Mr. Master) 1

Mr. G. K. Hall Brutton's Kingston, 1st 11 lb. 5 lb. allowed (Mr. Dupree) 2

Mr. G. C. Moxon's Speculation, 1st 6 lb. 5 lb. allowed (Mr. Gresson) 3

Father O'Flynn's Donnybrook, 1st 11 lb. 5 lb. allowed (Mr. Gresson) 4

Mr. C. G. Mackie's Quail, 1st 11 lb. 5 lb. allowed (Owner) 5

This proved to be the most interesting race

of the meeting, and was run in record time for gymkhanas. Several ponies were thought to have a good chance, notably The Quail, who won it at the last meeting, Speculation, and Exchange King. At the last moment Mr. G. C. Master, was offered and accepted the mount on Blue Nile, and although people did not tumble over themselves to back him, he was thought to have a chance. After three false starts, the ponies were got well away. Speculation taking the lead, with Blue Nile and Exchange King following, while The Quail was seen not to be galloping in his old style. Turning into the straight for home excitement ran high when it was seen that Speculation, Kingston and Blue Nile were hunched. Fifty yards from the judge's box, Kingston came with a rush under the whip, but ran very wide and thereby lost ground. Blue Nile, under great persuasion from his jockey, who rode a desperate finish, won by a neck from Kingston, with Speculation very close behind.

Time: 2 min. 7 2/5. Dividend: \$26.70.

4.—5 P.M.—"BRAN PIE RACE." LADIES' NOMINATION.—Ladies will line up in front of Judge's box, gentlemen with ponies (dismounted) also lined up ten paces distant. On the word "Go" ladies will run to the Bran Pies and search for rosettes hidden therein (there will be several Bran Pies but only one will contain rosettes). On finding a rosette lady will run back to her partner and tie the rosette on his pony's bridle on the near side, the gentlemen will then mount and ride to a point where a corresponding coloured rosette will be found suspended across the Race Course. He must secure this corresponding rosette, tie it on his pony's bridle on off side and return to starting post. First home with two corresponding rosettes properly tied to bridle to win. Entrance fee \$3. 1st and 2nd Prizes presented by the Club.

Mr. Master, nominated by Miss Master, 1st 10 lbs. 5 lbs allowance (Owner) 1

Mr. Mackie, nominated by Mrs. Brutton, 1st 10 lbs. 5 lbs allowance (Owner) 2

Mr. Fergusson, nominated by Mrs. Mowatt, 1st 10 lbs. 5 lbs allowance (Owner) 3

5.—5.30 P.M.—HURDLE RACE.—For China Ponies. Distance about One Mile and a quarter. Catch Weights at 10 st. 6 lb. Winner of Hurdle Race at First Gymkhana to carry 5 lb. extra. Entrance fee \$5. 1st Prize: A Cup presented by Hon. Mr. G. W. Dickson, 2nd Prize: \$25. (Entrance fees to go to winner.)

Only three ponies turned out for this event, which, by the way, had better be eliminated from future programmes, as it produces very poor fields and very little excitement. The Quail,

Ben Royal, and Glenburn came out for this race. At the fall of the flag, Glenburn rushed to the front, and took a very long lead from The Quail, Ben Royal having followed. This latter pony ultimately got over, but at the second hurdle, ran out and jumped the rails on to the outside course and consequently was out of the running. At the black rock The Quail closed on Glenburn, and running on at a faster pace won in a canter.

6.—6 P.M.—ONE MILE AND A QUARTER FLAT RACE. HANDICAP.—For all China Ponies. Non-winning jockeys allowed 5 lb. Entrance fee \$5. 1st Prize: A Cup presented by H. N. Mody, Esq.; 2nd Prize: \$25. (Entrance fees to go to winner.)

The mile and a quarter handicap was estimated to produce a very representative race. Eight ponies sallied forth and Sundial, Master up, was greatly fancied by his backers. However, Pathan was in galloping mood and was not to be denied. He simply cut his field down from the fall of the flag, winning in the very excellent time of 2.42 2/5, with Preston second and Maori King third, both beaten off, thereby proving himself to be one of the best ponies on the course.

THEFT OF EYE-GLASSES.

ACCUSED CONVICTED.

Edward Cullen Elliot, who had lately severed his connection with Mr. Lazarus, the optician, and who was arrested recently by virtue of a A. S. Tuxford, of N. Lazarus, the manager, was brought up on remand at the Magistrate's Court this afternoon on a charge of stealing, during the month of April, a pair of rimless eyeglasses and leather case, valued at \$5, the property of the firm. Sgt. Eerner watched the case for the police. Mr. Otto Kong Singh informed the Court that he no longer represented defendant. A European witness said he knew the defendant. Some time in April, at the Seamen's Institute, Wanchai, witness saw the case and glasses, which were produced by the defendant. The question of eye-sight arose, and witness remarked that his eye-sight was not good, defendant asked him to his room, where he showed him the glasses. A pair suited witness, and defendant gave it him as a present, the case was handed over a day or so later.

His Worship—Did you ask him if they were his glasses? I suppose you knew he was working at Lazarus?

Witness—He told me they were his property. I did not know until later that they were not his.

His Worship—Did you think it rather strange that he should have a dozen pairs of glasses?

Witness—No. I thought it quite feasible that being in that trade he should have glasses of his own.

Defendant—Didn't you tell me that your eyes were bad?

Witness—I did.

Defendant (to the Court)—I gave him the glasses as he could not afford to pay for them. A. S. Tuxford, of N. Lazarus, optician, said that defendant was in his employ from 24th March until the 24th of April, when he left without giving notice. Witness got suspicious when he heard that defendant was in Macao doing optician work. The glasses and case in Court belonged to his firm.

Defendant—Do you remember me selling a pair of glasses when I was in your place, and when you returned you gave me a calling down because I did not sell them for \$5.

Witness—Yes, when you had been in the firm for two days.

Defendant—And didn't you know that I myself bought those glasses for \$5 for the first time? I paid the money but of my own pocket. The glasses only cost forty cents.

Witness—No.

Defendant—Is it not a fact that on several occasions entries were not made in the books until five days later?

Witness—Yes, in one instance.

Defendant said he paid for the glasses for the first witness, remarking that if he did not fit him, he could have them changed.

The statement that he had a dozen glasses at his house was incorrect. As regards M. C. C. business, he went to Macao on theatrical business. His Worship sentenced the defendant to three weeks' hard labour.

ATTACK ON EXCISE OFFICERS.

SERIOUS AFFRAY AT DEEP BAY.

A few excise officers, in company with a European constable, had a pretty warm time at Deep Bay, last night, during the execution of an opium raid, at the brickworks. They were successful in their raid, and sallied out of the works with some illicit opium and a coolie, held by the queue. The excise men had no sooner left the works than their prisoner shouted to his job: "Men, kill them. I am arrested." Instantly, a band of men, employed at the brickworks, attacked the officers with a view to releasing their job, and firing, bamboo poles, etc., were soon flying in the air. Reinforcements for the attacking party arrived, and the fight got furious, the brickworks men giving those from the Opium Farm no quarter, and they soon cleared the raiders off the top of the hill. The excise men were losing ground, and a terrific blow from a bamboo pole on the head of an Indian constable caused the officers to take to their heels in order to seek assistance. The men from the brickworks gave chase—a few returning home—and the brigands got to close quarters on the sea beach. Here the tables were turned, for the force of brickworks men had thinned, in view of the fact that the officials were nearer home. This time the excise men had the best of the fight and managed to secure three prisoners, whom they removed to the lock-up. The fight was of a very lively nature, the excise men having bruises and marks to nurse and to remind them of the night's affray. The three prisoners were charged before Mr. F. A. Hazeland, at the Magistrate's Court this morning, with being in possession of illicit opium and assaulting the police. For the opium offence they were fined, and for assaulting the place during the execution of their duty, each defendant was sentenced to one month's hard labour.

A DISHONEST COOK.

STEALING FROM HIS MISTRESS.

This morning before Mr. F. A. Hazeland, at the Magistrate, Wan Po, an assistant cook, about 14 years of age employed at No. 50 Elgin Road, Kowloon, was charged by Mrs. May Milton with stealing a five dollar banknote on the 12th inst. The defendant pleaded guilty to the charge. Inspector Langley said that complainant despatched defendant with a letter to the Kowloon Dispensary on Saturday to purchase medicine. On the way defendant got to the letter, extracted the \$5 note and failed to return to his mistress. His Worship ordered defendant to receive twelve strokes with the birch, and to be detained in gaol for forty-eight hours.

ATTEMPTED GAOL-BREAKING AT SHANGHAI.

ORGANISED RISING OF PRISONERS.

WARDERS SERIOUSLY INJURED.

THE DEATH OF YAH MAO-MAO.

We take the following from the *N.-C. D. News* of 5th inst.—

A most determined attempt to escape from prison was made by Chinese convicts at the Ward Road gaol yesterday afternoon and as a result two Chinese were shot dead, and one other died subsequently from his wounds, and several persons were more or less seriously injured.

Between two and three o'clock an organised attempt to escape was made by a gang of the prisoners. By some means they obtained the sword of an Indian warder and then tried to break out. The alarm was given immediately, and a severe tussle ensued, in which a notorious criminal, an associate of Vah Kader, and another prisoner were shot dead and several were injured. The warders had a pretty stiff time in defending themselves. The head gaoler, Mr. W. D. Blennerhassett, received a sword cut over the right side of his head, and another sword cut on his left leg between the thigh and knee, and had to be removed to the Victoria Nursing Home, while two Indian warders were badly injured and had to be sent to hospital.

The attempt to escape was, fortunately, prevented by the brave stand of the gaolers and warders, who suppressed the outbreak with commendable promptitude, although they suffered in so doing.

A DETAILED ACCOUNT.

There can be no doubt that the outbreak at the Municipal Gaol, Ward Road, yesterday afternoon, was a premeditated one, notwithstanding the report that the man who first attacked the Indian warder did so because the latter had kept a sharp eye upon him when he wished to shirk his work. As a matter of fact, the warder who was first attacked was not the one who usually has charge of this gang of convicts. As the result of the fullest inquiries, we are enabled to place the following account, obtained from several sources, before our readers.

To the outside world the first that was heard of the affair was at 2.50 p.m. when a Chinese employed in the office at the Ward Road Gaol telephoned to the Central Police Station for immediate assistance. When asked where the foreign staff of the Gaol were, the reply was received that they were all fighting with the prisoners, who had broken out. The elaborate system of communication from the Central to other Police Stations was at once set to work and all foreign police who could be communicated with or seen on the roads were informed of the occurrence and ordered to proceed without delay to the Gaol. Carriages were commandeered on every side and in about ten minutes from the receipt of the message from the Gaol quite a large force of police were on their way to the scene of the fracas. Fortunately, on the arrival of the majority, the worst was over.

Meanwhile what happened at the Gaol was as follows.—Some twelve to fifteen convicts were at work making boots in a tailor's shop and included in the gang was Vah Mao-mao, the associate and brother of the notorious outlaw Vah Kader. These men were working under the surveillance of an Indian warder, who was armed as usual with a sword. Some time between 2 and 3 p.m., Vah Mao-mao, who was undergoing a twenty-years' sentence, suddenly sprang up, and with a shoemaker's knife in his hand, leapt at the warder and cut him across the throat, inflicting a dangerous wound. Thereupon the other convicts rose up and seizing tools, attacked the warder. One of them drew the latter's sword and struck him with it. The Indian turned and fled down the steps of the lower shop, and in his flight (judging by the wounds on the back of his head) must have been struck with the sword two or three times. He got through the door to the shop underneath and it was immediately closed behind him by another warder. Led by Vah Mao-mao, the excited gang charged the door and with hammers soon removed the obstacle. They again attacked the warders and by this time several other Indians joined in the melee. The whistles of the warders gave the alarm, and the whole of the Gaol staff made for the scene, the Europeans armed with revolvers. The head gaoler, Mr. W. D. Blennerhassett, went round to the east side of the matting shop and there he was immediately attacked by a gang of men who had presumably been engaged in making coats. By this time the convicts, howling and yelling, were rushing about the compound with all kinds of working tools in their hands, and pieces of wood, including the bamboo poles used for beating the matting. The head gaoler was being pressed hard when an Indian warder rushed to his assistance and in warding off a blow from a hammer, which was directed at the head of Mr. Blennerhassett, had his sword (which is by no means a plaything) broken off six inches from the hilt. It was Vah Mao-mao who delivered this blow, but it seems to have been his last crime, for in the general fight he was shot dead about this time.

The assistant gaoler, Mr. Weatherhead, seeing how serious matters were becoming, immediately opened the arms and ammunition store, and was for some time engaged serving out carbines and ammunition to the warders. From all appearances, those in charge of the Gaol must have thought that the whole of the convicts who were in the place were participating in the attempt to rid themselves of their keepers. Mr. Blennerhassett by this time had received a staggering blow on the right side of the head, which laid it bare to the bone, and also a slash with some sharp instrument just below the left thigh. Owing to the bravery of the Indian staff, he was enabled to retreat to one of the offices in a fainting condition. He recovered quickly and returned to the compound. While one lot of convicts were attacking the gaoler and Mr. Weatherhead, a separate gang attacked the warder in charge of the ironworks.

The general encounter seems to have taken place in the compound, as when the alarm was given Mr. Weatherhead rushed out to the matting shop door, where he was met by a prisoner with the sword of the warder who had been first attacked, and others with stone-masons' hammers. The Indians were defending the gate when the Europeans ran there to make sure that no-one could escape. The police at Ward Road Station must have heard the reports of fire-arms before they were communicated with, and the small staff of this station were smartly upon the scene of the affray. The general fracas lasted nearly half-an-hour and one man, besides Vah Mao-mao, was shot dead on the spot and several others wounded, three so badly that it is reported that amputation of limbs may be necessary.

With the assistance of the Police, the foreign gaolers were able to get the various gangs of convicts back into their cells. The main fighting, undoubtedly took place round the matting shop in the compound, but the difficulty of the station can be understood when we state that it was impossible for the defenders to concentrate their efforts,

as all the convicts seemed to be trying to escape, and were so rushing about that the defenceless warders were cut to pieces; their endeavours to prevent this. There is one redeeming feature about the whole affair and that it was proved beyond all question that the

SANITARY BOARD.

CORRESPONDENCE RELATIVE TO A PLAGUE HOSPITAL.

15th inst.

The fortnightly meeting of the Sanitary Board was held in the Board room this afternoon, the usual members being present, when the following business was transacted.

The Medical Officer of Health submitted a minute stating that the Hospital Committee had selected No. 63, Third Street as a plague hospital. This house is a corner house and well enough lit and ventilated for the purpose. He suggested that the ground floor be used as the men's ward, and the first floor as the women's ward, and that the attendants occupy the top floor, so that they can cook in the top floor kitchen without fear of infected splashing from above. The ground floor should have glazed areas put in so as to have the place well lighted and the front of the place well lighted at a time, and there should always be an attendant on duty in each ward, while all excretal matter should be treated with lime and removed in the same way as is done at Kennedy Town. Two men might be employed for this as he does this work for the Kennedy Town Hospital. All clothing of patients on admission should be taken to the disinfecting station by the Sanitary Department coolies and returned to them after disinfection. Inspector Allen could arrange for this if the doctor would notify him when to send for the clothes, and soiled bedding should be treated in the same way, no new patient using bedding which had not been previously disinfected, a good stock of clothing and bed mats being kept to enable this to be done. Visitors to patients should only be allowed at the hospital at certain hours, and only when the doctor or clerk is present, and that they shall not touch the patients or go to their beds. Pneumonic plague cases ought not to be received into this hospital but sent to the proper fever hospital at Kennedy Town. Dead bodies should be removed by uniformed coolies to the mortuary, and if the friends wish the burial to take place elsewhere than in Cheung-sa-wan the burial should be done by the authorities, or by the friends under permit from the Medical Officer of Health.

The Hon. President minutes: The approval of the Board is required by the Infectious Diseases by-laws, and if approved this hospital will become one of the "appointed places" to which plague patients can be removed.

Mr. Fung Wa Chün minutes: I approve of 63, Third Street being used as a district hospital. I think the Government should establish similar hospitals in other parts of the city, instead of leaving it to the inhabitants to do for themselves, as this is a matter conducive to the public good. Besides, it would avoid patients having to be removed all the way to Kennedy Town, and would also relieve the alarm of the sick and their relatives. It is believed that no few have died of fright.

Mr. Shelton Hopper minutes: The idea is a good one, but I think if possible an isolated building should be selected if possible.

Mr. E. A. Hewitt minutes: We should have more of these local hospitals.

Mr. Lau Chi Pak minutes: I am in favour of establishing small local hospitals. They will help to relieve the minds of the people and induce voluntary reports of plague cases. As a matter of fact two years ago the Board recommended the establishment of these hospitals. That the inhabitants of the Si-yung-pun district, through the majority of them are poor, willingly came forward to raise subscriptions to maintain a hospital for their own sick, evidently shows that they object to the forcible removal of their sick and the undue interference with their private affairs.

Correspondence regarding the erection of a market at Quarry Bay was laid on the table, on which His Excellency the Governor, Mr. Matthew Nathan, minutes that the Director of Public Works should be asked to select a site and estimate the cost of a market for 50 stalls. His Excellency being inclined to think the erection of this market is justified by the considerable and growing population in the neighbourhood of Quarry Bay.

PLAGUE IN INDIA.

A statement was submitted showing the plague seizures and deaths in India for the week ending 7th April, 1906, which showed a total for the whole of India of 21,355 seizures, and 19,727 deaths. Mr. Shelton Hopper minutes: The percentage of deaths from plague, relative to the number of cases, seems much less than in Hongkong.

CENSUS FOR 1906.

Correspondence regarding the taking of a census in 1906 was laid on the table, in which the Registrar-General submitted that the census entailed a lot of work and expense and the Hon. the Colonial Secretary concurred. The last census cost \$4,197.97 and this money would be needed for other purposes. His Excellency the Governor said he thought it ought to be taken. The expenditure this year for taking the census was estimated at \$4,000, and June was considered the best month for taking it. His Excellency approved of the estimate. Mr. P. J. Wodehouse was appointed census officer. As regards the time for taking the census His Excellency said he did not think it desirable to take a census in the middle of a plague season which promises to be a severe one, and asked for the views of the Sanitary Board.

INSPECTION OF GOVERNMENT BUILDINGS.

Correspondence was submitted regarding the inspection of Government buildings by officers of the Sanitary Board was laid on the table, the consensus of opinion being that in such buildings as hospitals where there were resident medical officers responsible for the sanitary conditions, it should not be considered necessary for such inspection.

OVERCROWDING.

Returns submitted showed that during April, 1906, 5214 persons were displaced as the result of prosecutions for overcrowding in the City of Victoria, Hongkong.

Mr. Lau Chi Pak minutes: It would be interesting to know where displaced persons have moved to.

Mr. Fung Wa Chün minutes: I expect they have gone out of the Colony.

PUBLIC WATER.

The report of the Government analyst upon samples of water taken from various parts of the Colony during the month of April, 1906, showed the water to be of excellent quality.

DOUBLE TRAGEDY AT WEST POINT.

TWO BOYS DROWNED IN A NULIAH.

14th inst.

Another tragedy occurred at West Point yesterday afternoon in which two school boys, both eleven years of age, lost their lives by drowning. It appears that the lads went to bathe in the catch water reservoir in the "Black-tail" nullah. They apparently could not swim for their bodies were discovered later by a *huk-ong*, who, after dragging them out, moved them to No. 7 Police Station and subsequently took them to the mortuary. The deceased were both sons of shopkeepers, residing at Tsim-tse Street and First Street, respectively.

A FLOURISHING INSURANCE COMPANY.

THE STATE FIRE CO., LTD.

15th inst.

Although only established some fifteen years ago, the State Fire Insurance Company, Ltd., whose head office is at Liverpool, has quickly taken a place in the front rank of insurance societies and its position is stronger to-day than ever it was. At the annual meeting which was held last month the chairman, Mr. J. W. L. Jones, in a glowing account of the year's work which was well calculated to satisfy all shareholders. The net premiums for the year amounted to £148,000 and the revenue account after payment of various items showed a return of £17,612. The net losses, including expenses and commission, etc., were £130,126, leaving a credit balance of £18,486. An interim dividend of 3 per cent having been paid it was agreed to pay a final dividend of 4½ per cent, making the total dividend for the year 7½ per cent, £13,700 was transferred to the reserve fund, thereby increasing it to £100,000 and a net balance of nearly £2,000 was carried forward. The *Policyholder*, in commenting on the position of the State Fire Insurance Company, says:—"The report is a most satisfactory record of prosperity. The cautiousness of the directors as regards the extension of the business and the dividend declaration is to be commended. In some persons the slight drop in the premium which may appear to be a sign of weakness, but this is not the case. The company is entirely due to a falling off of the American income, and is the outcome of a revision of that branch of the Company's operations. In 1904 the United States premium income was \$390,477, whilst last year it amounted to \$207,759. It is evident, therefore, that the business in other quarters has shown substantial growth, and that the Company's commitments are better distributed than they were in 1904." Burglary insurance is now undertaken by the Company, which would appear to be a householder's in Hongkong. The State Fire Insurance Company, Limited, is represented in Hongkong by Messrs. W. Humphreys and Co. who, in face of this report, should be able to place a considerable proposition of business in the Colony.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed. Correspondents in the Colony.)

THE ENGLISH CHURCH AT KOWLOON.

To the Editor of the "HONGKONG TELEGRAPH."

Dear Sir,—As it might appear from the wording of the 14th May, that I am providing a peal of bells for the new church at Kowloon, will you kindly permit me to say that this is not so. The bells will be paid for by subscriptions which I am collecting.—Yours truly,

EDWARD OSBORNE.

Hongkong, 14th May, 1906.

To the Editor of the "HONGKONG TELEGRAPH."

SIR,—In my letter of appeal for funds for furnishing the new church of St. Andrew's, Kowloon, (which you kindly published in your last Friday's issue) I find that unintentionally I have done Mr. Osborne injustice in ascribing to him greater generosity than he is willing to take credit for.

As some friends are sharing with him the cost of the peal of tubular bells, he prefers that the gift should be ascribed not to "Mr. E. Osborne's generosity," as my letter stated, but as provided "by subscriptions collected" by him. I shall be glad if you will allow this rectification to appear in your paper.

Our thanks, nevertheless, are due to Mr. Osborne for the help he is obtaining from his friends, as well as for that he is himself giving.

Already a very gratifying response is being made to the appeal just sent out. I shall be glad if I might send you a list of the gifts and promises made, in a day or two, for publication.—Yours sincerely,

A. J. STEVENS,

Acting Chaplain.

St. John's Cathedral,

Hongkong, 14th May, 1906.

THE CORINTHIAN CLUB.

FINAL CRUISE.

14th inst.

On Saturday afternoon, the Corinthian Yacht Club closed its racing season by a very pleasant and enjoyable cruise to Seaton, returning on Sunday. The weather was all that could be desired, and a most successful trip was the result. The party remained at Seaton during Sunday, and several scratch races were sailed, the rest of the day being spent in bathing, etc., the fleet returning to Hongkong on Sunday, at 8 p.m.

The following yachts joined in the final cruise:—

Yacht	Steered by	Crew
May	Mr. Pepper	
Hibernia	"	Gibson
Gail	"	M. Melver
Nina	"	E. M. Hazeland
Antirrhina	"	McKirdy
Annie	"	Kynoch
Thistle	"	Witchell
Chanticleer	"	M. McCorquodale
Iris	"	Melville
Thecla	"	Crake
Aithya	"	Hands
Marian	"	B. Witchell

The Club will now enter upon its swimming season, and for this purpose their new acquisition, the *Arctis*, a species of floating dressing-room for bathers will shortly be anchored off the club grounds.

HIS LOST BROTHER.

AMUSING PETITION TO THE POLICE.

15th inst.

The following very amusing petition was sent to the police this morning. It purports to be from a Chinaman residing at Yau-mai who has lost his elder brother, and requires police assistance:—

To the Generals of the Charge Room, The humble petition of—residing at the ground floor, Upper Station Street, Hongkong, sheweth:—

"That your petitioner can not find out his brother, who has been put to be lost, after his being abroad from the above address at 3 o'clock afternoon, Friday last. His name is 'Tam Noo, with a flat face, sloping eyes, and common size and height as to his body; he has a yellow feature, and is a man belonging to the Cheung On district, China, and his dresses are all black, but his coat was made of cloth, with brass buttons.

"His feet are bare without any shoes or stockings. And your petitioner, as in duty bound, shall ever pray."

THE N. C. D. News says that Lieut. Nolasco is sparing no pains to make the Portuguese Company of the Shanghai Volunteer Corps thoroughly efficient, as well as strong numerically.

HIGHWAY ROBBERY.

SHIP'S CAPTAIN HELD UP AT WEST POINT.

16th inst.

During the small hours of the morning a most flagrant outrage was committed in Connaught Road West, when Captain Liang, of Messrs. Bradley and Company's steamer *Tatiana*, was set upon and robbed by a ricksha coolie of \$200 in bills. From what can be gathered it appears that Captain Liang came ashore yesterday with \$350 in notes to deposit in the bank. Business matters kept him away and when he arrived at the bank he found it closed. During the evening he engaged a ricksha to take him to West Point, where he intended engaging a sampan to return to his ship. On arrival at West Point it was discovered that there were no sampans there. He then told the ricksha coolie to drive him back. The coolie took him along Queen's Road West, and at a certain point of that locality pulled up the ricksha and told his fare that he was tired. Would Captain Liang pay him off and engage another ricksha? The captain, who had no small change, took out the bundle of banknotes, extracted \$50 bill and handed it to the coolie to change. The coolie departed and returned with the change, but the captain did not see that the other coolies near by were looking at the bunch of bills which he had just replaced in his pocket. Another ricksha was engaged and the captain again made for the praya in Connaught Road West to seek a sampan. Here he paid off the coolie and was hailed a boat, when suddenly he was caught from behind by several men and felled to the ground. There, while three others went through his pockets, he in the struggle the marine officer was roughly handled, receiving serious injuries to his face. After this the robbers fled, and Captain Liang went to No. 7 Police Station where he reported the matter. At the station he discovered that \$100 odd which he had concealed in another pocket had been left untouched. It is stated that the captain cannot supply the police with the number of his ricksha, and it is a moot point whether he can recognise his assailants again. The police, however, are making inquiries into the affair.

PLAGUE AT CONNAUGHT HOTEL.

FRENCH LADY REMOVED TO HOSPITAL.

16th inst.

According to the daily official return of plague cases occurring in Hongkong during the 24 hours ending at noon to day, one European residing at the Connaught House Hotel was found to be infected, and had been removed to the Kennedy Town hospital. On inquiry at the hotel, a representative of the *Hongkong Telegraph* was informed that a French lady, who only arrived in the Colony recently, came to the hotel yesterday while the manager was out and applied for a room. She was accommodated in one of the apartments on an upper floor. A few hours later, she complained of feeling unwell and a doctor was called. On examination, it was discovered that the lady was suffering from plague and she was immediately removed to the hospital. She is reported to be progressing favourably. The hotel has been rendered perfectly free from any possible chance of contagion.

A PUGILISTIC BAR-BOY.

FINED FOR MISBEHAVIOUR.

Lam Lin, the head "boy," of the Kowloon Hotel, was brought up on a charge, before Mr. F. A. Hazeland this morning at the Magistracy for behaving in a riotous manner in the hotel on the 12th instant. It will be remembered that the case had to be remanded for the appearance of a visitor, who was alleged to have assaulted the defendant. The visitor appeared in Court this morning and said that on the day in question he went to the hotel, ordered drinks, and signed for the liquors in his book. Defendant came to the bar and said that witness did not sign the book, for "he no look like a drinker." He then refused to sign the bill, and in passing the bill to the defendant said, "Come out. I fight you," and witness went out.

His Worship:—Why did you go out? To fight him?

Witness:—No, your Worship. I was going to see the manager.

Continuing, witness declared that as soon as he entered the gardens, he was struck by the defendant.

An overseer, from the Public Works Department, said he was on the back verandah of the hotel on the night in question and saw that there had been an argument between the first witness and defendant. Suddenly he saw defendant rush at the European and deliver a blow.

Evidence for the defence was heard. They all stated that the European started the fight.

Mr. Osborne, of the hotel, said that there was only one boy who actually saw the commencement of the fight, the others being in the dining-room at the time. When they heard of the fight they all made for the garden to help defendant.

His Worship fined him \$10, with the alternative of one month's imprisonment.

THE ALIMONY CASE.

16th inst.

Further evidence was taken at the Police Court this forenoon, before Mr. F. A. Hazeland, in the case in which a woman, named Tsang Chü Shi, sued her husband, Tsang Sin, on 26th September last for neglecting to support her. Mr. Otto Kong Sing appeared for the defendant; Mr. E. J. Grist, of Messrs. Wilkinson and Grist, prosecuting.

The case, at the hearing, was remanded to enable the police to produce defendant's "concubine," to ascertain whether she was only a paramour or a concubine.

Wai Choi said she had been the second concubine of the defendant for the last three years, and lived all that time in defendant's house with his family, and was recognised as his children's second mother. Witness was formerly the third concubine, but the second woman died, and consequently she went on up. When she was selected as third concubine to the defendant there was a feast; she was handed a cup of tea by defendant's daughter-in-law, and the children of the house greeted her; then they worshipped together. Witness knew that defendant had a *sin jong*, a second wife, but she did not see her, but also heard that they had a feast at Tai Hang. The first concubine attended the ceremony, but witness did not go on account of a headache. Witness admitted, very reluctantly, that she was willing to acknowledge the complainant as "wife."

After further evidence His Worship discharged the defendant.

THE Chinese Engineering and Mining Co.'s total output of the company's three mines for the week ending the 28th ult., amounted to 18,881.49 tons and the sales during the period to 16,134.44 tons.

HON. JULIUS G. LAY.

A WELL-DESERVED PROMOTION.

OFFERED CONSUL-GENERALSHIP AT CAPE TOWN.

[From Our Correspondent.]

Canton, 15th May, 1906.

Hon. Julius G. Lay, for the past sixteen months Consul-General of the United States of America at Canton, received a cablegram last week from the Department of State, Washington, D. C., offering him the post of Consul-General of the United States at Cape Town, South Africa.

Mr. Lay was in Japan at the time, but upon being informed of the offer immediately telegraphed his Government of his willingness to accept. This new appointment is a flattering promotion, for according to the new U.S. Consular Act recently passed by the American Congress, Cape Town is classified one grade higher than Canton with a substantial increase in the salary paid. This makes within the past two or three months, four changes in the American Consular Service in South China alone—changes in the Consuls stationed at Foochow and Amoy, and transfers in the Consuls-General at Hongkong and Canton.

Radical changes are being instituted in the American Consular Service over the whole world, and a vast amount of transferring, resigning, promoting, etc. is going on among its personnel, all through the instrumentality of that great organizer and statesman, Elihu Root, the present Secretary of State.

It is reported that Consul-General and Mrs. Lay are at present on a visit to Peking and North China, and will return to Canton about the middle of June when they will leave at once for Cape Town via Washington, D. C. Nothing is known as to who shall succeed Mr. Lay at Canton.

THE GREAT JAPANESE REVIEW.

SCENES IN THE CAPITAL.

ENORMOUS CROWDS.

The following is taken from the *Japan Chronicle* of 2nd inst.

From five o'clock on Monday morning crowds began to gather along the route of the Imperial procession from the Palace to the Aoyama parade ground. During the latter end of last week's rainy rain arriving at Tokyo has been overcrowded, and at the Shimbashi station on the 29th ult. alone 12,881 passengers arrived, of whom no fewer than 10,672 were third-class. All the relatives of soldiers killed during the war were invited to the review, special accommodation being provided for them, and also to the three days' religious services at the Yasukuni shrine.

The weather was perfect, and the only disappointment to the immense gatherings, both of troops and spectators, was the absence of her Majesty the Empress, probably through indisposition, the engagement being cancelled on Sunday night. The Imperial Princes were accompanied by their consorts—an innovation in connection with Japanese military reviews.

At 8.30 a.m. the Imperial procession started from the Palace, the warships in Shinagawa Bay and the artillery in Sibiya Park simultaneously firing salutes. Following mounted police came a detachment of cavalry, immediately behind which was the Imperial carriage. His Majesty, who wore a khaki uniform, with Japanese and foreign Orders, rode in an open carriage, accompanied by Marquis Tokudomi, General Baron Okazawa, Chief aide-de-camp, Major Prince Takatsukasa, Viscount Fujiwara, and other officers followed on horse-back.

His Imperial Highness the Crown Prince rode in the next carriage, with Colonel Kikura, Chief aide-de-camp, followed by other officers. Then, in separate carriages, came Admiral Prince and Princess Arisugawa, Prince and Princess Higashi-Fushimi, Prince and Princess Kwacho, and Prince and Princess Yamashita. A Tokyo dispatch states that, by special invitation of his Majesty, Lieut-Colonel C. V. Hume, R.A., D.S.O., Military Attaché at the British Embassy at Tokyo, also drove in the Imperial procession to the parade-ground.

Viscount Tanaka, Minister of the Imperial Household, Count Tokura, Grand Master of Ceremonies, and other officials followed, another detachment of cavalry bringing up the rear.

As his Majesty passed through the great exhibition of guns and other war trophies, Major-General Oshige, Director of the Ordnance Bureau, pointed out the particular objects of interest to his Majesty. When the procession approached the spot where the relatives of deceased soldiers were congregated, his Majesty ordered the carriages to slacken speed as a mark of respect to the bereaved.

At the entrance to the parade-ground, Marshal Oyama, Commander-in-Chief on this occasion, and General Kodama, Chief of Staff, were in waiting to receive the Imperial procession, and his Majesty on arrival made a brief stop before proceeding to the saluting-base.

The troops mustered on the parade-ground consisted of the full strength of the Imperial Guard and of the First or Tokyo Army Division. Companies, each representing an Imperial Division, were also on the Twelfth Divisions, and the Sixteenth Divisions, and the Commander and Staff of the Kuriles garrison, were also on the field. In addition, there were the colours of 102 reserve infantry regiments (now disbanded), each flag being attended by sixteen soldiers, and numerous representatives of the various Divisions were also in attendance. The Commanders and Staff of the First, Second, Third and Fourth Army Corps in Manchuria, and of the Yalu Army Corps, representatives of the Formosa, Korea, and Kwantung garrisons, together with the Commander-in-Chief and Chief of Staff, brought the total muster up to 2,124 officers and 20,079 rank and file—a grand total of 31,203.

Just before ten o'clock his Majesty the Emperor, followed by the Imperial Princes and Princesses drove on to the parade-ground, and the march-past commenced at an am. A balloon was sent up by the Military Balloon Corps of the Field Telegraph Battalion, and Ensign Ito, who ascended in the car, took a number of photographs of the various stages of the review. Upon the conclusion of the march-past his Majesty took his seat upon the Throne, round which assembled Marshal Oyama and the Commanders of Divisions and their Staffs. The band played the "Kimigayo" and the buglers of each company sounded a call. His Majesty then read the following Message:—

"We have called to the Army which returned in triumph and have performed the ceremony of review. We are deeply gratified to see the Army in perfect discipline and order. Officers and men must strive for the further improvement of the Army with increased energy and assiduity."

Marshall Oyama received the Imperial Message, and presented the following reply:—"His Imperial Majesty, after reviewing the pro-

cession the triumphal Army, has granted a most cordial Message, for which we—His Majesty's servants—owe our grateful thanks. We beg to assure his Majesty that we will exert ourselves to increase energy and devotion, and respond to his Majesty's wishes. I, his Majesty's servant, most respectfully beg to offer this reply on behalf of the triumphal Army."

This concluded the official proceedings in connection with the review, and the Imperial procession left the parade ground for the Palace at 12.20 p.m. When his Majesty's carriage was about opposite the German Legation, in Nagata-machi, a Japanese in foreign-style clothes stepped out of the crowd and attempted to approach the Imperial carriage, carrying an address in his right hand. He was at once seized by the police, and conducted to the Kojimachi police-station, where he was examined. He gave his name as Matsui Hokokichi, aged 46, an employé at the Tsukijima Ship-building Yard, Tokyo. It is stated that he was formerly a member of the Patriotic Association under Lieutenant Gunji, and, having a grievance against that officer, the man endeavoured to present a petition in person to his Majesty on the subject.

THE CHINESE PENAL CODE.

One of the most important of the many important changes now being introduced into China is the re-modelling of the penal code upon which His Excellency Wu Ting-fang and some others are engaged. It is quite clear that if China is ever to secure the abolition of extra-territoriality, it will only be after she has convinced the foreign Powers that she has a code comparable with those of the West and a judiciary above suspicion of dishonesty in its administration. That this will take time is certain. The first step towards it is that now being taken is no less sure. There are many things in Chinese law which in theory appeal to the judicial mind as being almost all that might be desired, but in practice have much to be condemned. Even in the West the most perfect paper schemes sometimes fail when put to the test, and as China has been decadent for long, it is not to be wondered at that her penal practice is very different from her penal code.

For the beginning of her judicial system we should have to go back to the days of the Chows, when the Greeks were still round Troy, or Saul was King of Israel. There was certainly an elaborate codification accomplished in the Han Dynasty (B.C. 200 to A.D. 200) by Hsiao Ho, when no fewer than 359 distinct laws were placed in the statute book, with endless additional clauses and quotations from precedents. These in the case of capital punishment alone ran to 409 of the first and 1,347 of the latter. Hsiao Ho's monumental work has served as a model for all the codes of the various dynasties since his time.

The code at present existing is based largely upon that of the Mings, and is divided into seven sections relating to methods of punishment, officials and their responsibilities, fiscal and family laws, religious, ceremonial and summary laws, laws relating to military organisation and frontier defence, criminal laws, and laws relating to public works.

Strictly legal punishments are flogging with the bamboo, imprisonment or banishment, and death by strangulation or decapitation. The legal instruments are the bamboo, the cage, the iron chain, the wooden manacles, and fetters of iron. There are permitted, however, two others at the discretion and on the responsibility of the magistrate—the finger-squeezing, and ankle-squeezing. These with the bamboo are the "three wooden instruments" so terribly known to the native delinquent. Mr. Giles, however, declares that "torture though not unknown in China, exists there practically in name only."

The Chinese recognise ten "heinous crimes": rebellion, destruction of imperial tombs, treachery to the State, parricide, triple murder in a family, sacrilege, filial impiety, family discord, official insubordination, and incest. No mandarin, it would appear, ever attempts to master the vast agglomeration of statutes in the present code. He relies on the knowledge of a "law expert," much as the magistrate in Pickwick did upon his clerk.

The section on fiscal and family law contains many interesting enactments. If a man adopts a son he must be a boy having the same name as that of his father. Thus the family apart from that of the national unit. A man may have any reasonable number of concubines but only one wife.

Capital punishment is permitted in two forms—strangulation and decapitation. Recently it has been rumoured that in the new code the latter is to be abolished. The natives regard the loss of the head as being a far greater punishment than the mere loss of life, since in such cases the disembodied spirit must perambulate the earth in the other world in the mutilated form. There remains a very considerable number of capital offences in Chinese law, such as for example as the following:—High treason, parricide, and the murder of a master by a slave, which are theoretically punishable by *lingchi*, the frequency of which Giles vigorously denies. Then follow others for which strangulation is the penalty—the theft of more than Tls. 200, robbery with wounding, highway robbery, kidnapping by violence, opening a coffin, homicide, attempted murder, accidental homicide, certain medical errors resulting in death, causing to commit suicide, wounding a government officer, striking one's master (in case of a slave), striking a parent (decapitation), and so on. It is evident that there is room here for reform.

Life is held cheap in China, as cheaply as it was in England, when the death penalty was inflicted by us on the purloiner of a sheep or the utterer of a forged bank note. But we have long since discovered that it is not the severity but the certainty of punishment which serves as the best deterrent of crime.

It may be news to our readers to hear that the Chinese laws against bribery are stringently severe. Popular opinion would have it that the "itching palm" is to be found whenever and wherever there is a yamen, and that the very rare exceptions merely prove the rule. But on paper, at any rate, it is a highly dangerous thing to accept a bribe in China; the mere acceptance of eighty taels for an unlawful, or of a hundred and twenty for a lawful object, is to commit a crime liable to death by strangulation. But this fear, serves only to show how wide is the difference between what ought to be and what is.

The main reason why Europeans, British in particular, are loath to go to law is the question of expense. There is in China another in addition. Litigation is actually discouraged to this extent that any person filing a false charge is punished more heavily than the accused would have been had he been guilty. Even if the charge is false in degree only there is a proportional penalty, while authors of anonymous charges (true or false) render themselves liable to strangulation. One of the shortcomings of the present Chinese position is the lack of recognised means for the ready making and promulgation of new laws. This will be a matter which must come up for serious consideration in the near future, since the admission of China into the family of nations will impose upon her the duty of keeping up to date in law as in other things.—N. C. D. News.

DOCK CHARGES.

STRAITS COMMISSIONS ON HONGKONG'S WATCHFULNESS.

Readers will remember that not long ago a correspondent wrote in this column trying a greater spirit of enterprise on the part of the Hongkong Dock Co.'s directors. The *Singapore Free Press*, which is ever watchful of the interests of the sister Colony, thus comments editorially on our correspondent's observations:—

When the two Republican transports *Kilpatrick* and *McClellan* passed through Singapore for Manila, the latter owing to leaky boilers having had to be taken in tow by her consort, some time was taken in the voyage from New York to Manila. It was stated by one of the American officers that the reason why no boiler repairs would be made in Singapore or at Hongkong was that the work could be more cheaply done by the American Naval authorities in their own dockyard, this probably referring to Subig Bay close to Manila. This statement appears to be a reflection on the scale of repairing charges at Tanjong Pagar, a matter which the Board might look into, because whether there is sound reason for the statement or no, it is not good for the Singapore Docks or for Singapore itself that the rumour should obtain currency that docking here is an expensive business. The fact that the Dockyard Board being now, practically a Colonial Department is no longer able to include in its accounts the return commissions and fees for the introduction of business that came out so prominently in the recent inquiry, may have a good deal to do with repairing business, and would seem to pay out more than those in other ports by precisely the amounts thus surreptitiously paid out as dockers to ensue shipowners and engineers. We invited, a few months ago, any unofficial member to ask in the Legislative Council what ratio the revenues of the Tanjong Pagar Dock for the second half of 1905 bore to the revenues of the Tanjong Pagar Dock Company in the first half-year. No member did so. Why not? And again it is a matter of interest to note that the passing of the American troops without recourse to local repairing facilities, to learn whether the repairing and docking revenue had fallen off during the half year under the control of the new Board. The Government knows through its nominees on the board; and all other members of the Board know. But the public does not know although it is the Colonial revenues which are implicated in the transfer. Everybody in this place is directly or indirectly connected with the resort of shipping to Singapore for coaling and repairs, should be so facilitated and should American such economies to owners, that Singapore should become, what it is not yet, the most popular docking port in the Far East. For now we have at least no twelve per cent dividends to pay, although we do not yet know the Colony's liabilities in the form of interest on capital and charges for sinking fund.

As regards the *McClellan* officer's allegation as to the cheapness of Manila compared with Hongkong, a "Shareholder" writes to the *Hongkong Telegraph* to combat that statement. He desires to draw attention to the conviction that the allegation of the U.S. naval officer is true. "It behoves the authorities of our repairing yard to remove the stigma attaching to the Company. But if the unenviable notoriety given to our dock establishments of their high charges is baseless, it equally behoves the Company's directors to exercise their energy to set before the American Naval Authorities a correct appreciation of the facts, and that the local estimates are framed in the fact that the charges are governed by current rates ruling in the market of the East."

He further says:—

In the past the American Navy has been amongst the best constituents of the Hongkong and Whampoa Dock Co. Why any estrangement should have existed between the Company and its patrons, is not easily conceivable to the man-in-the-street. As a matter of fact, none should exist. Given

LEGISLATIVE COUNCIL MEETING.

17th inst. A meeting of the Legislative Council was held this afternoon. Present—His Excellency the Governor, Major Sir Matthew Nathan, K.C.M.G., R.E., His Excellency Major-General Villiers Hutton, Hon. Mr. T. Sercombe-Smith (Colonial Secretary), Hon. Mr. A. M. Thomson (Colonial Treasurer), Hon. Sir H. Spencer Berkeley (Attorney General), Hon. Capt. H. L. Barnes-Lawrence (Harbour Master), Hon. Mr. W. Chatham, (Director of Public Works), Hon. Mr. W. B. Brown (Registrar-General), Hon. Dr. Ho Kai, C.M.O. (Hon. Mr. C. W. Dickinson, Hon. Mr. Edward Osborne, Hon. Mr. E. A. Hewitt, Hon. Mr. Wei Yuk, Hon. Mr. H. E. Pollock, K.C., and Mr. A. G. H. Fletcher (Clerk of Council).

NEW MEMBERS. Mr. Edward Osborne and Mr. E. A. Hewitt were sworn in as members of the Council.

LAW COMMITTEE.

His Excellency the Governor appointed Mr. Pollock to the Law Committee *vice* Mr. Stewart and Messrs. Osborne and Hewitt to the Public Works Committee *vice* Sir Paul Chater and Mr. Stewart.

MINUTES.

The minutes of the last meeting were read and confirmed.

THE KOWLOON-CANTON RAILWAY.

His Excellency the Governor: The most important of the Financial Minutes which it is proposed to refer to the Finance Committee is No. 23, which is to provide a sum of \$350,000 in aid of the Kowloon-Canton railway. That is the amount which the chief engineer anticipates to be able to spend up to the end of the current year. I will explain to you briefly how it is proposed that this money should be provided in connection with the loan which was authorized by this Council. On the 6th April and the 6th October of each year there is due from the Viceroy of the two Kwang provinces interest on the loan of £1,000,000 made to him by this Government, interest at the rate of 4 per cent. on that loan or on so much of it as is still outstanding. There is also due under the agreement with Viceroy Chang Chi-tung a sum of £100,000 on the 6th October of each year as an instalment towards the repayment of that loan. These sums paid in interest and in repayment will be credited to a special fund. On that special fund the interest at 3 per cent. on the stock we have raised will be the first charge. And then from the fund the expenses of our section of the Kowloon-Canton railway will be paid. This balance by the time all the repayments of the Viceroy's instalments have been made will be devoted to paying off our debt. We shall pay on the advances made from this special fund for the reconstruction of our railway interest at the rate of 3 per cent. into a special fund.

STREET REPAIRS IN KOWLOON.

The next financial minute of importance is No. 25 which is a sum of \$400,000 in aid of the Public Works Extraordinary vote for forming and kerbing streets. This is a very considerable excess on the original vote of \$200,000. It is mainly due to works that had to be taken in hand either in fulfilment of obligations to private owners to whom the Government has sold land, or to take advantage of work carried out by private owners in fulfilment of their obligations to Government connected with similar leases. For instance, the reclamation of Tsai Tsai Sui has involved the construction of two roads by the lessees. The construction of these two roads partly paid for by the lessees, has to be completed by the Government. To make past provision for this excess \$200,000 will be saved on item 17, that is, the extension of Robinson Road in Kowloon, as a private reclamation has enabled the Government to get the work done in connection with this extension under more advantageous conditions than was anticipated in the Estimates.

TRAMWAY EFFECTS.

Financial minute No. 9 is to provide a sum of \$12,200 in aid of the Public Works Extraordinary, communication metallic circuits, including a new route to North Point. Of this sum \$12,200 is due to metallic circuiting rendered necessary by the working of the system being injuriously affected by the electric tramways.

FOG SIGNALS.

Financial minutes 7 and 16 provide \$6,000 in aid of the vote for lighthouses. This sum is due to the prevalence of fog in the early part of the year—during the first four months, necessitating extensive use of fog signals. On the suggestion of the Hon. the Harbour Master, the Brethren of Trinity House are now being communicated with, with a view to seeing whether some more economical and more efficient method of sound signalling cannot be adopted in this Colony.

THE ROYAL VISIT.

There is a vote of \$4,455 in aid of the vote already passed in this Council in connection with the reception of H.R.H. Prince Arthur of Connaught. In view of the generous manner in which private buildings were decorated, I consider this addition towards the decoration of the streets and public buildings is a fair charge to the public. Financial minute No. 12 provides \$1,740 in aid of the vote for the hospital, due, of course, to the regrettable prevalence of smallpox in the early part of the year. The remainder of the vote is for some under \$1,000 and does not require explanation.

REGISTRATION OF PARTNERS.

The Hon. Mr. H. E. Pollock, in moving the resolution in his name, viz., "That it is desirable that a Bill relating to the registration of partners, with limited liability, should be introduced into this Colony," said this motion was brought forward in connection with a question which was a comparatively old one. Various attempts had been made from time to time in this Colony and also in the Straits Settlements to place the registration of partners in Chinese firms upon a satisfactory footing. In the Straits Settlements Ordinance had been introduced with that object and they had got as far as the committee stage and had then been dropped. His only excuse for coming before the Council now and bringing up this question was that he had a scheme to propose, which he thought was on a different footing to any legislation which had hitherto been proposed. In 1901 a commission had been set up and a report was published in October of that year dealing with this question. That commission considered the matter of bringing the registration of partnerships into conformity with the English law, making every partner liable by himself for the entire losses sustained by his firm. It was pointed out that probably the wealthy men at the back of the firm would put forward some poor relation or a man of straw and get him registered as a partner of the firm. It was obvious that scheme was foredoomed to failure. He thought that the very essence of any successful scheme of registration of partners of Chinese firms in this Colony was that they should follow out the Chinese law with regard to the liability of partners. As he understood it, that law was that the partner is only liable in the proportion of his share of the total capital of the

firm. In other words, if a firm had a total capital of \$10,000 and a partner subscribed \$5,000 towards that amount, he would only be liable to the extent of one-tenth of the liabilities. He thought that the Chinese must look upon the English law by which each partner was held liable by himself for the entire losses of the firm as inequitable. It would be hopeless to expect the Chinese to come forward and register under such a law. It also seemed to him that anything like the penal provisions suggested in other enactments would entirely fall short of what was required. Those familiar with partnership disputes in this Colony were aware how very great difficulty was occasioned the learned judges from the fact that a long would be brought up, and the question was—who got represented by that long? One man would say it was his cousin or somebody else. His reason for bringing forward this motion was that the matter might be discussed in the Colony, and by the Chamber of Commerce. He did not expect that the Government would proceed in this matter but at least the question was brought under consideration.

Dr. Ho Kai, in seconding, thought there could be no two opinions as to the desirability of something being done in the way of the registration of partnerships. The question had been under consideration for 30 years, and the consensus of opinion was that such an Ordinance should come into operation. He referred to the commissions that had been appointed to consider the question—on two of which he sat as a member—and remarked that while all were agreed there should be an Ordinance they found the greatest difficulty in recommending the provisions of the Ordinance should contain. He believed Mr. Pollock's suggestion to follow the Chinese law on the subject to be an excellent one.

Mr. Hewitt said he had communicated with his colleagues in the Chamber of Commerce on this subject, but after the Committee had very carefully considered the terms of the resolution the only conclusion they could arrive at was that the motion was extremely vague as to the character of the legislation suggested. That being so, the Committee requested him to state that the only view they could express was that they were not in a position to express any opinion at all upon the motion, that only after they had read the speeches at the Council meeting could they be enabled to express an opinion. He suggested that no division should be taken on the motion until the Chamber had had an opportunity of considering the arguments now adduced. Personally, he was in favour of the motion, but he was nothing to be gained by agreeing to such a motion as this. He could not see what advantage would accrue to the Council by accepting or rejecting such a motion. The Chamber Committee believed legislation to be desirable and would gladly welcome legislation, but they would like to see the Bill first and consider what its effect was likely to be. They did not want to frighten the business men of the Colony. They had not understood that the motion referred only to Chinese firms; they should treat the matter in a broad-minded way and not against certain nationals only.

The Attorney-General expressed himself opposed to the resolution, holding the proposals of the second to be impracticable. He agreed with Mr. Hewitt that the only way to deal with this question was in the shape of a Bill.

Pursuant to notice the Hon. Mr. H. E. Pollock asked the following question for Mr. G. Stewart:—Have the experiments in road-making proved sufficiently satisfactory to warrant an extension of this method of road-making being taken into consideration? The Colonial Secretary replied:—Though the experiments have not extended over sufficiently long time to furnish reliable information as to the durability of wood-paving in Hongkong, it is considered that a further and more extensive experiment would be justified and it is proposed to provide in next year's Estimates for Ice House Street with this material.

THE SANITARY BOARD.

The Hon. Mr. H. E. Pollock also asked:—With reference to the leading article, which appeared in the *South China Morning Post* of the 19th April, 1906, will the Government state why the notification as to dead rats thereon referred to was not promptly attended to by the Sanitary Authorities, and will the Government also state what steps are being taken to prevent the recurrence of such delays in future? The reply was as follows:—On receipt of the first notification a rat-catcher was instructed to visit the premises, but forgot to go. The second notification was sent by the Principal Clerk to the wrong Sanitary Inspector and delay resulted. Both the Principal Clerk and a Sanitary Inspector concerned have been reprimanded.

CIVIL SERVANTS' SALARIES. The Hon. Mr. H. E. Pollock then put the third question:—Will the Government consider the advisability of granting to those Civil Servants who are drawing their pay on a Sterling basis the privilege of drawing half of their pay at the rate of 1s. 8d. to the dollar, or will the Government grant some other relief by way of compensation to those Civil Servants? Answer:—His Excellency the Governor has communicated with the Secretary of State on the subject.

MARRIED WOMEN'S PROPERTY.

The Attorney-General moved the first reading of a Bill to amend the law relating to the property of married women. The objects and reasons for the Bill are as follows: The object of this Ordinance is to accord to married women in the Colony the like protection with regard to their property as is enjoyed by married women in England and elsewhere in the Empire. For that purpose the Ordinance relates to certain modifications of the provisions of the enactments of the Imperial Parliament known as the Married Women's Property Act, 1882 and 1893, amending the provisions of the Married Women's Property Act, 1870. It is proposed to give the Ordinance retrospective effect as from the 1st day of January, 1883, the date when the Married Women's Property Act, 1882, came into operation in England, in order to place married women in this Colony in the position, in respect to the capacity to acquire and dispose of property, which they have for many years occupied in England and elsewhere. At present the anomaly exists that while a married woman may, and in many instances does, possess separate property as a feme sole in England and elsewhere, the same woman finds herself unable to possess such property here, except through the intervention of a trustee. The Colonial Secretary seconded and the Bill was read a first time.

REGISTRATION OF DENTISTS.

The Attorney-General moved the first reading of a Bill to regulate the qualifications and to provide for the registration of Dentists. The objects and reasons for the Bill are as follows: The object is to protect the public against the practice of dentistry by unqualified persons,

The Bill accordingly declares what shall qualify for the practice of dentistry in Hongkong and requires all persons so qualified to be registered before practising. In order to prevent evasion of the Ordinance by the formation of companies of unqualified persons to carry on dental practice the Bill makes it unlawful for a company to practise dentistry except by means of managers, assistants, and persons who are duly registered dentists. The 17th section of the Bill applies only to the carrying on by companies of dental practice. It does not apply to the carrying on of the purely mechanical portion of a dentist's business, such as the manufacture, sale, and repair of mechanical appliances. The Bill applies to existing as well as future companies, and to companies limited by guarantee as well as to ordinary joint stock companies.

Upon being seconded by the Colonial Secretary, the first reading was passed *unanimously*.

SUMMARY OFFENCES.

On the motion of the Attorney-General, seconded by the Colonial Secretary, the Bill entitled An Ordinance to amend the Summary Offences (Amendment) Ordinance 1905, was read a second time by the Council.

MAGISTRATES ORDINANCE AMENDMENT.

The Bill to amend the Magistrates Ordinance, 1900, was taken through the second stage by the Council on the motion of the Attorney-General, seconded by the Colonial Secretary.

LUNATICS.

The Attorney-General moved that the order relating to the second reading of the Lunatic Asylums Ordinance be discharged. I propose to submit to the Council another Bill dealing with the same matter in another way. The Council agreed to the withdrawal of the Bill.

THE ATTORNEY GENERAL MOVED.

The Colonial Secretary seconded, the second reading of the Bill entitled An Ordinance relating to the jurisdiction of the Supreme Court with respect to the care and commitment of the custody of the persons and estates of lunatics. Carried.

FINANCE COMMITTEE.

A meeting of the Finance Committee was held immediately after the Council meeting, the Colonial Secretary presiding.

It was agreed that the following votes be recommended for adoption by the Council:—

A sum of five hundred dollars in aid of the vote, Education Department of Inspector of Schools, other charges, visual instruction expenses.

COMMUNICATIONS.

A sum of fifteen thousand two hundred dollars in aid of the vote, Public Works Extraordinary, communications, metallic circuits including new route to North Point.

LANGUAGE ALLOWANCE.

A sum of six hundred dollars in aid of the vote Registrar-General's Department—other charges, language allowance to Mr. C. Clementi, assistant Registrar-General, who has passed the examination in the Pekingese colloquial.

HANKOW POST OFFICE.

A sum of one hundred and twelve dollars in aid of the vote, Post Office, postal agencies in China—other charges, Hankow, incidental expenses.

FOR THE "HYGIEIA."

A sum of one thousand seven hundred and forty dollars in aid of the vote, Medical Departments, for the following:—

Infectious Hospitals: Hospital Hulk Hygieia:—

Personal Emoluments:—

Temporary Staff, for 3 months: \$240

Other Charges:—

Provisions, &c.: 1,500

Total: \$1,740

REVENUE REFUNDS.

A sum of three thousand dollars in aid of the vote—Miscellaneous Services, refunds of revenue.

SUNDAY LABOUR.

A sum of seventy dollars in aid of the vote, Post Office—Postal Agencies in China—other charges, Shanghai, allowance for attendance on Sundays.

NEW ROADS.

A sum of forty thousand dollars in aid of the vote, Public Works Extraordinary, new roads in New Territory.

LIGHTHOUSE CHARGES.

Cap Rock Lighthouse and other Charges. Gunpowder Charges and Tubes for Fog Signalling Guns: \$1,000

Waglan Island Lighthouse, other Charges.

Gunpowder Charges and Tubes for Fog Signalling Guns: 2,000

Total: \$3,000

LAND REGISTRY OFFICE.

A sum of four hundred and eighty dollars in aid of the vote, Judicial and Legal Departments—Land Registry Office—other charges, for New Territories: conveyance and hire of coolies.

RESUMPTION OF LAND.

A sum of four hundred and fifty dollars and sixty cents in aid of the vote, Public Works Extraordinary, resumption of land for the Sai-U Shek cemetery, near Kowloon City.

REPAIRING STREETS.

A sum of forty-two thousand dollars in aid of the vote, Public Works Extraordinary, forming and kerbing streets.

PRINCE ARTHUR'S VISIT.

A further sum of four thousand four hundred and fifty-five dollars and fifty cents in aid of the vote, Miscellaneous Services, Connaught reception.

NEW TERRITORY EXPENSES.

A sum of one hundred and twenty dollars in aid of the vote, Treasury—Treasury's Office—other charges, New Territory, conveyance allowance to clerk and staff.

BRITISH POST OFFICE EXTENSION SITE, SHANGHAI.

A sum of one thousand eight hundred and eighty dollars in aid of the vote, Post Office, Postal Agencies in China, other charges, Shanghai, rent of the British Post Office extension site from 1st July, 1905, to 31st December, 1906.

KOWLOON-CANTON RAILWAY.

A sum of three hundred and fifty thousand dollars in aid of the vote Public Works Extraordinary, Kowloon-Canton Railway.

SUPREME COURT CHARGES.

A sum of six hundred and eighty-five dollars in aid of the vote, Judicial and Legal Departments, Supreme Court, other charges, safe for original wills.

MEDICAL DEPARTMENT.

A sum of three hundred and seventy-two dollars and thirty cents (\$372.30) in aid of the vote, Medical Department—other charges, staff, health officer of port, repairs to launch.

MILITARY EXPENDITURE.

A sum of one hundred and seventy-two dollars and eighty cents in aid of the vote, Military Expenditure—Volunteers—other charges, contribution towards sergeant major's army pension.

POSTAL AGENCIES.

A sum of four hundred and fifty dollars in aid of the vote, Post Office—Postal Agencies in China—other charges, Shanghai, rates and taxes.

The Committee then adjourned *sine die*.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

CANTON LETTERS.

To the Editor of the "HONGKONG TELEGRAPH." Dear Sir,—During my absence on furlough from the work for the Lepers of Canton and the Home for Unfortunate Children will be under the care of the Rev. Geo. H. McNeur, whose address is Canton. Any contributions, of this work may give him the same generous support which they have given to me during the past six years.

Thanking you for inserting this note in the *Telegraph*, I am, Yours truly, ANDREW BEATTIE.

Canton, May 16th, 1906.

SHANGHAI IN CANTON.

(From a Correspondent.)

At last the torrential rains which have fallen during the past few weeks have ceased, and glorious sunshine prevails. The floods have subsided and the streets are no longer inundated. The North and West Rivers have resumed their normal appearance, to the satisfaction of everybody. Notwithstanding the heavy rainfall, the ground is not so saturated as the second crop will be up to the usual standard.

THE VICEROY AND THE CUSTOMS.

The native newspapers have long accounts relating to the appointment of Chinese office to the office of High Commissioner of the Imperial Maritime Customs. They aver that these commissioners will hold rank superior to all European and native officers on the Customs service. Naturally, Viceroy Shun has been quick to take advantage of the new scheme promulgated by the Central Government, and I hear that he has already been interfering with the Customs officers in Canton. It was only yesterday that the Harbour Master placed guards on board some flower boats which were alleged to have contravened the harbour regulations. The guards were stationed on board the boats until the owners could be found. The matter came to the knowledge of the Viceroy, who sent a squad of Water Police to the scene. The Police ejected the guards by authority of the Viceroy, who disputed the Harbour Master's right to interfere.

A VAGUE QUESTION.

Sometimes ago I wrote regarding the impeachment of an officer on the Custom steam launch on a charge of squeezing. The Viceroy has now issued a proclamation on the subject. It remains to be seen how the Commissioner of Customs will take this action on the part of the Viceroy.

EXPENSIVE TEA.

A small quantity of tea has been received by the dealer, but owing to the recent rains the flavouring flower, jasmine, is very scarce. As a result it may be anticipated that prices will rule very high.

CANTON MISSIONS.

REV. DR. BEATTIE ON FURLOUGH.

(From Our Own Correspondent.)

Canton, 16th May, 1906. Rev. Andrew Beattie, Ph.D., of the American Presbyterian Mission, sails by the *Siberia* on 18th May, for America, for a much-needed rest. Dr. Beattie will be long remembered for his services on the Investigating Committee of the U.S. Government which inquired into the circumstances attending the Lien-chau massacre, and for his self-sacrificing efforts on behalf of the School and Home for Unfortunate Children, and the work on behalf of the army of medical lepers, scattered through the city and gathered at the East Gate. Dr. Beattie's many friends wish him a hearty *bon voyage*.

ALHAMBRA CIGAR AND CIGARETTE FACTORY, LTD.

ANNUAL REPORT.

The following is the report of the general agents of the above Company presented at the half-yearly ordinary general meeting of the shareholders held in Manila on Tuesday, 8th May, 1906.

Gentlemen—The undersigned general agents have the honour to submit to you herewith the half-yearly report for the period ending, December 31st, 1905. The accounts show a much better result than on the former balance sheet and the debit-balance has been fairly reduced. The working condition of the factory has been considerably improved owing to the electric current being now furnished by the Electric Light and Power Company at a much lower rate than we had to pay to our former suppliers. The old stock of 'A' leaf has been reduced to such an extent that the whole consumption of same may be expected within the next 15 months. Inasmuch as this stock, on account of fabulously high prices paid for same some years ago, has been our greatest obstacle in making profits, we anticipate with confidence a bright future for the factory.

The Company now enjoys an excellent reputation and as its trademarks are undoubtedly represent a considerable value, it has been decided by the consulting committee to place P-30,000 on the goodwill account same to be balanced by reducing the valuation of the '99 leaf tobacco stock correspondingly, which reduction will bring the book prices more in accordance with the market quotations, as well as give the factory an opportunity to show its working under ordinary and not depressed conditions. The steadily increasing output of cigars and cigarettes gives creditable account of the quality we produce. A good profit is being realised from cigarettes manufactured by the newly-installed machines, of which we intend to purchase more as soon as funds shall be available. The present number of these machines, though running day and night, is insufficient to meet the demand of respective class of cigarettes. In consequence thereof we are desirous to make it apparent to shareholders that additional capital is an urgent necessity to carry on the company's business more successfully and hence shall address you in regard thereto in the near future.

"How often have you been in golf?" asked Mr. F. A. Hazeland of a defendant at the police court on Wednesday. "Only once," replied the defendant, who was being charged with stealing a towel from Beaconsfield Arcade. Inspector Warnock said that there had been several parties committed in the Arcade during the past few months, and as a result of special watches kept defendant was arrested. His Worship sentenced him to three weeks' hard labour and six hours' stocks, and made it clear to defendant that he will be banished after his term had expired, and that he was not to return to Hongkong before five years had elapsed.

QUEEN'S CULLAGE "GEMS."

CULLED FROM THE "YELLOW DRAGON."

The boys in Classes I and II at Queen's College have started writing letters, which appear in the *Yellow Dragon* for May, and which, believe they are 100. None of your readers, I believe, including the milk-and-water ladies' effusions, but real live letters, which go to the root of things—touch bedrock, so to speak. It is quite evident that the writer of the first epistle is an admirer of His Excellency the Governor. Indeed, it would not be too much to hold that he is fascinated by the Governor, for he says plump and plain:—"This Governor is very young and strong." He does not mean that the Governor is green or fresh; he simply hints that the Governor is "very young" and suggests that other Governors have been the very reverse because he has the term, "This Governor." Well, this Governor has written a book about "Hygienic" and young people are pleased with it that he is to learn it "by hand." Now we know why His Excellency preaches hygiene; he wants his book sold, and quite right too; but we should like a glance at the famous volume. However, we may meet the letter-writer who has learnt it "by hand" the youngster is qualifying for a place in the Government, for he simply plasters His Excellency with compliments. "He is an excellent man and loves people of all classes to have full of knowledge and good education." That should be worth a free copy of the book on "Hygienic." Again the Governor said there was "nothing hard in mathematics" so Smith minor went home and "practiced mathematics" on the holidays.

This is coming in just a trifle late. Some peculiar thing brought a lot of pictures to school, but our friend was not enamoured of the subject. He remarks: "The men that I spoke of have no clothes or trousers to put on and devour or kill each other. Greatly we hope that we will never go to such place." A young man came to the school and "gave a dishonourable name to the southern sea," he adds with a burst of pleasure, "and the various kinds of beautiful girls." He has a fine set of newspapers, too, in a sly way, for he says he learned from the press that Royalty was coming here and he characterises it as a "story." Of course, this may be ingeniousness, but one never knows. Apparently his parents chided him for gambling and roystering, but he gives them a Roland for their Oliver. "I hope that you don't take any anxiety of school matters, of gambling and wandering about in bad habits places. I also expect that you will sit at home in peace and don't take any trouble—some business to act for your life." In other words, he says—"Mind your own business," or to be more explicit, "Shut your mouth and you won't catch flies." He tells us that he never wastes his time in walking, but he is not peculiar in that respect; when he says, however, that he works very hard we are inclined to be sceptical. "I feel about his health. I found my body very weak last year." Poor fellow, but he manages to "play cricket and football in the bowling green every day," so perhaps his diagnosis is not absolutely correct. But having a "body very weak" he is afraid he cannot go to Canton, so he meekly remarks, "I hope you will send me a few dollars to pass this year." Did he get them? or did he wander down to the streets, where he is a veritable Jeremiah? He tells his people about Prince Arthur and what he calls "a great possession" through the streets, and once more he strikes the good old chord—"You can come down—will you please send those dollars for me to pass the new year. It seems that he only 'begins' to go to bed at 11 o'clock; he is sorry he's spent so 'many money' but all's well. Then he tells his father 'you are an old man and ought sleep in an early and rise in late.' Very sensible advice, which it is to be hoped the 'old man' will take. Other young people whose letters appear, write in an equally quaint style. Half a dozen of them refer to their efforts in trigonometry as taught by the headmaster, and the latter meekly informs the public that these boys do not take trigonometry. Another states in doubtful English, 'I have gained full marks in composition, dictation and grammar, so the headmaster gave him three prizes.'

THE "ARASHI MARU"

TO BE DOCKED AT SHANGHAI.

17th inst.

In *Tu* lay evening's issue of *Hongkong Telegraph*, we printed a cable from our Foochow correspondent to the effect that the *Osaka Shosen Kaisha's* steamer *Arashi Maru* had struck a rock near Matsui, and that she had been refloated and arrived at Foochow on that day. This morning a representative of this journal called at the offices of the local agents, and was informed that the *Arashi Maru*, commanded by Mr. Ohata, was on her way from Shanghai to Hongkong with cargo and a few passengers. On Monday morning, when near Matsui, she struck an uncharted rock in the vicinity, and remained in that position until the same afternoon, when at high tide she was refloated, and immediately proceeded to 'Agoda Anchorage, where she is at present discharging her cargo, pending inspection. From a telegram, which the *Osaka Shosen Kaisha* had just received from its Foochow agent, it was learnt that Lloyd's surveyor at that port was to make a thorough inspection of the *Arashi Maru* to-day. Up to the present, the only damage that appears to have been sustained is on her starboard quarter, near the ballast stand, but that, it is reported, is very slight. There has been no damage to the cargo. After the boat has been surveyed, she will leave for Shanghai to be docked, as we are informed, that is the nearest place from Foochow. We are also given to understand that the Captain Ohata's first trip on this run, he being formerly employed on the Formosan line. Matsui, where the *Arashi Maru* came to grief, is an island about ten miles north of the White Dogs, and is outside the entrance of the Min River, about 22 miles from Foochow.

Why (N. C. News) are courteously informed that the Directors of the Weihaiwei Gold Mining Co., Ltd., received a telegram from the Manager, yesterday afternoon (17th inst.) giving the result of the second clean-up at Weihaiwei, covering a period of 26 days only, which shows a result almost identical with the first month's crushing, 1,745 tons were crushed, yielding 32 ounces valued at about \$3,500. Also 90 tons of concentrate, valued at about \$15,000. The cost of running the mine for the full month was about \$13,000. The expenses are practically the same as last month. The total for the two months' rough figures based on the above calculations would be as follows:—value in bullion and concentrates slightly over \$40,000; expenses about \$26,000. May.

The Directors of the Weihaiwei Gold Mining Co., advised us that the returns for the month of April should be about \$1,500. For the 26 days instead of \$18,000. As previously advised. This will require corresponding correction of the figures which follow:

RAUB GOLD MINES.

The general manager's report for April reads: The mine measurements and assay results of prospecting work show a total of 269 ft. for the period (4 weeks) under review: made up of 16 ft. sinking, 85 ft. driving, a 2 ft. rising and 167 ft. crosscutting, as against a total of 339 ft. for the previous four weeks.

MINES, ET. KOMAN.

340 ft. Level, Drive South.—To this has been added 8 ft., bringing the total to 143 ft. south of the shaft. The lode averages 21 ins. wide, and assays 4 dw. per ton.

440 ft. Level, Drive North.—This drive has been advanced 14 ft., making a total of 190 ft. north of the shaft. The lode 48 ins. wide is worth 3 dw. per ton.

The rise in the south end has been taken to 6 ft., and was suspended early in the month to put in sets of timber preparatory to more extensive stoping on this level.

340 ft. Level, Drive South.—This has been advanced 15 ft., bringing the total to 404 ft. south of the shaft.

Crosscutting for slope filling.—128 ft. of this work has been done.

STOSES.

Our milling supply has been won from the following:

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TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

HUNGHUTZE RISING.

YUAN-SHI-KAI'S TROOPS.

DESPATCHED TO THE FRONT.

[From Our Own Correspondent.]

Shanghai, 17th May,

2.45 p.m.

The Hunghutzies continue to give trouble by their raids around Mukden.

Ten thousand troops, of Viceroy Yuan-Shi-kai's army, have been despatched from Chihli to Mukden to deal with the Hunghutzies in Lower Manchuria.

THE "BEECHLEY" INQUIRY.

MARINE COURT FINDING.

CAPTAIN AND THIRD OFFICER GUILTY.

[From Our Own Correspondent.]

Singapore, 17th May,

6.30 p.m.

The official inquiry into the circumstances attending the stranding of the s.s. *Beechley* in the Wetla Passage has been concluded.

The Court finds the Captain guilty of negligence and accordingly suspends his certificate for three months. It also finds the Third Officer guilty of gross negligence and orders his certificate to be suspended for a period of one year.

The steamer *Beechley* stranded in the Wetla Passage some time since. The *Beechley*, it will be remembered, only got off the rocks after jettisoning a large quantity of cargo. She arrived at Singapore on the 4th inst. in a damaged condition, without the assistance of the salvage expedition despatched to her aid. She got off the rocks before the arrival of the salvage party.—Ed. H.K.T.]

GERMAN MAIL ASHORE.

ATTEMPTED TOWING-OFF FAILED.

PASSENGERS SAFE.

[From Our Own Correspondent.]

Shanghai, 18th May,

4.05 p.m.

The German mail steamer *Roon* is reported to have gone ashore off Kotsushima in a fog.

The steamer *Stanley Dollar* went to the assistance of the mail steamer. She attempted to tow off the *Roon*; but her efforts failed to get her off the rocks.

Telegraphic advices state that the *Roon*, is damaged to the extent of fifteen feet of her bottom.

The passengers are all safe, and have been transferred to the Japanese steamer *Rishi Maru*.

[Kotsushima is a small island lying between Tsushima and the W Coast of Japan, in lat. 34.17; and long. 130.8.—Ed. H.K.T.]

SIR ROBERT HART.

REPORTED RESIGNATION ACCEPTED.

CHINESE SUCCESSORS.

[From Our Own Correspondent.]

Shanghai, 18th May,

12.25 p.m.

It is reported from Peking that Sir Robert Hart has tendered his resignation to the Chinese Government from the Inspector-General of the Imperial Maritime Customs.

It is stated that Sir Robert Hart's resignation has been accepted.

The Chinese Commissioners, Tieh-Liang and Tang Shao-yi will, according to report, be appointed to the post rendered vacant by Sir Robert's retirement.

[Our exclusive Shanghai despatch printed in last Wednesday's *Telegraph* furnished the explanation issued by the Chinese Government with regard to the appointment of Chinese officials to be High Commissioners of the Imperial Maritime Customs. It stated that the Commissioners have been appointed simply with the view of preventing complications arising in the possible event of Sir Robert Hart's retirement.—Ed. H.K.T.]

VIEWS OF THE "N. C. D. NEWS."

It is regrettable that in a matter which necessarily causes such interest, mixed with a certain amount of anxiety, as the future control of the Imperial Maritime Customs the actual information available is still of a meagre description. Since the promulgation of the very brief Imperial Decree of last Thursday, the *N. C. D. News* of 14th inst. says, no further direct intimation has come from the Chinese Government. Our Peking telegram this morning states, however, that the British Chargé d'Affaires and the American Minister have made formal protests to the Waiwup, while the French and German Ministers, as less directly interested parties, are represented as regarding the matter with smaller concern. Beyond that there is only the gossip of local Chinese circles where it appears to be considered that the retirement of Sir Robert Hart, inevitable in the natural course of events before very long, is

being made the occasion for the introduction of more active Chinese control at the head of the Service.

Until we know definitely the nature of the protests that have been made, and whether they are in the nature principally of demands for information, or are lodged as serious objections on knowledge already obtained, it is difficult to draw any just conclusion. But in any case there is no cause whatever for supposing that the entire Customs organisation, which has been built up with infinite pains into the most efficient branch of the Chinese Government service, will be allowed to collapse at the mere issuing of an Imperial Decree. The more advanced Chinese are, no doubt, looking to the time when they will be able to manage all branches of their own affairs including their Customs service, but so long as practicality is pleaded for the retention of foreign loans, the Powers cannot allow any possibility of its lapsing from efficiency, and that it would degenerate if the directly controlling power were in other than foreign hands there can be no question whatever. Therein lies the danger, if danger there is, in the changes proposed. If the two High Commissioners are to fill only the functions hitherto exercised by the Waiwup, we can see, as we remarked before, a possible advantage even in the transfer of authority; but that they are to attempt in any way to supersede the Inspector-General cannot at present be entertained as a practical step. There is nothing whatever in the Imperial Decree to intimate that such a move is in contemplation and the Chinese themselves would be the first to suffer were it possible of execution.

To cite the case of the Korean Customs, and the relief of Mr. McLeavy Brown is, of course, entirely beside the mark. Korea, for its own good, as we believe, has fallen into the strong hands of Japan, and it was inevitable therefore that the control of its Customs should also be in Japanese hands, as they would undoubtedly have fallen into Russian hands had the recent war taken another turn. There is, fortunately, no longer any immediate fear of China coming under the domination of any one Power, or of being carved up into the Anglo-Japanese alliance that her integrity will be preserved and that every opportunity will be given her to work out her own salvation. That she will make mistakes in experimenting is inevitable, but the same benevolent influences which are ready to support her in the path of progress towards complete national freedom will, in her interest as well as in their own, temper yet with the internal machinery of her Customs service. We have yet to be convinced that there has been any intention to do so.

FOR VEGETARIANS AND OTHERS.

(17th May.)

We referred the other day to the dangers which lurk in the succulent celery and the luscious lettuce when partaken of in an uncooked state, and bemoaned the fact that if people were to preserve their health they must forego the soul-satisfying salad, otherwise they might find themselves full of typhoid and other bacilli. Our remarks were based on a report published by the chief medical officers in the city, but of course we were quite well aware that every poison has its antidote, and were awaiting the remedy which would enable the gourmands of Hongkong to enjoy their salad without qualms which would affect the appetite. The remedy has not been long in coming; for in a report which appears in the latest number of the *Government Gazette*, we are told how to destroy the infamous bacilli which take refuge in the market garden. Mr. Frank Browne, of the Government Laboratory, states that if vegetables be steeped in water, in which there is a strip of copper, for two to four hours, all the germs of disease will be killed and the vegetables may be eaten raw with impunity. Copper, as a purifier, appears to be a wonderful agent. A minute quantity of copper "has been shown by several observers to be efficacious in destroying cholera and typhoid bacilli in water. At the same time the quantity of copper used is so small as to be quite tasteless and in no way deleterious to the system." Mr. Browne, like a true scientist, tried the effects of copper-cleaned water on himself for a fortnight, and found that "the treated and untreated water were indistinguishable in taste, appearance and palatability, and in all other essential properties." Kraemer mentions that to obtain sterilised water he places a strip of clean sheet copper, nine inches square, in three to four quarts of water, and allows it to remain from four to eight hours and then pours off the water. Such coppered water was consumed by himself and by several families for more than six months with no injurious effect whatever. Kraemer also says that if copper foil is allowed to remain in distilled water from one to five minutes it has been shown that sufficient copper is dissolved to kill typhoid organisms within two hours. Mr. Browne warns the public that the copper sheet must be bought from a European house as pure copper. Chinese yellow metal should not be used. So we see the difficulty solved, and may once more attack the savoury salad in the sure and certain knowledge that the copper having been used, all the animalcule have had their quietus before reaching the table.

HONGKONG'S WATER SUPPLY.

Now that the hot season has apparently come to stay, and householders appreciate more than ever the value of an adequate supply of water, the returns issued by the Water Authority for last month will be perused with special interest. The figures for the four reservoirs show that the supply in each is considerably below the overflow level as compared with the corresponding period last year, but it is with the storage returns that we are most concerned. In April last year, or rather on the 1st of May, there were 354,280,000 gallons in Tyam; this year there were only 97,280,000 gallons. But whereas there was no storage supply at Byewash last year, there were 1,370,000 gallons when the returns were prepared at the beginning of this month. Pokfulam had 36,725,000 gallons in store in April last year, and on 1st May last there were 48,590,000 gallons. Wong-mei-cheung had 10,971,000 gallons this year as against 11 on the same date in 1905. The advantage of the rider main system in restricting the indiscriminate use of water is evident from the returns

showing the total consumption of water, and the consumption *per capita* of the population. It should be stated, however, that the whole city had a constant supply during the entire month of April last year, but this year a constant supply to certain districts was only given from the 19th of the month, while the sections regulated by the rider mains had a restricted supply. A comparison between the outflow in April, 1905, and that of the same month this year is, therefore, scarcely fair, and certainly affords no data from which to draw deductions. In the City of Victoria, with its estimated population of practically 233,000 souls, the quantity of water drawn from the reservoirs was 82,749,000 gallons, or 41,673,000 gallons less than the quantity used last year. The consumption per head per day was therefore 11.8 gallons, as against 12.2 gallons in 1905, a significant reduction. Kowloon still manages to subsist on a smaller quantity of water per head than does Victoria. Why that should be so, it were futile to inquire, although no doubt the Director of Public Works is perfectly prepared to supply the necessary explanation. At all events the consumption per head per day in Kowloon during last month was 5.3 gallons as compared with 6.5 in 1905. The total quantity used by a population on the Peninsula estimated at 78,000 was 12,473,000—a reduction of nearly two million gallons as contrasted with the corresponding period last year. It is satisfactory to note that the water is certified by the Government Analyst to be of excellent quality.

ON MARRIAGE BENT.

When a Korean Crown Prince decides to become a Benedict then the whole Kingdom is turned into a huge matrimonial bureau. Every other official is constituted an agent of Cupid; staid matrons call their daughters together and instruct them, if instruction be necessary, in the art of coquetry. Proud, autocratic governors beam upon every passing maiden, fearful that they may lose the Royal countenance by failure to honour a possible consort of the future ruler. For a space of time, until the Crown Prince has selected the light of his life, all marriages and giving in marriage are decidedly off. It might happen that some plebeian would carry away the very damsel for whom His Royal Highness's heart yearned, and to guard against such a mishap the young men of Korea are forbidden to cast sheep's eyes at the Phœbes of the country. It is true that in the spring "a young man's fancy lightly turns to thoughts of love," but it is decidedly dangerous to give that fancy free play when a prince of the blood royal is playing the same game. The Crown Prince of Korea is a widower, so it may be presumed he is taking no risks this time. We are not told how he enjoyed the marital state when last he had a spouse, but it may be certain that his previous experience will stand him in good stead now, seeing that he has obtained the master's degree, so to speak. Doubtless his concern will be not to marry the prettiest girl in the Kingdom, but to woo and win the maid with the meekest mother. A Crown Prince with a terminant of a mother-in-law is no joke. He cannot stay out at nights and dodge the old lady; he is continually facing the music, and after all, a well-aimed golden candleabra wielded by the strong arm of an infuriated mother-in-law, who fancies herself slighted because her footstool is lower than is warranted by her rank, is quite as effective as a common cast-iron poker in the grasp of a washerwoman. Therefore, as the prophet says, a milk-and-water mother-in-law is a supreme desideratum. Of course, there is always the State prison to fall back upon, while the gentleman holding the position of Lord High Chief Executioner might be induced to act at a pinch. But in such a case all the mothers-in-law in the Kingdom would be up in arms, and such a condition of things is frightful to contemplate. As already stated, the governors of provinces were ordered to keep an eye on likely nymphs, and they were told to forward their names and description of those whom they considered eligible brides. What a predicament to be placed in! It is to be hoped that the descriptions will be considered private, for the wrath of a would-be consort whose tresses or teeth had been inadequately represented, or whose dainty feet were characterised as boots, or whose ten-inch fringe had been omitted from the report, would overwhelm the stoutest heart. No wonder that a governor should be in a quandary under such circumstances, and now we read that: "For remissness in this respect the governors of Kyeng Kye, Chung-cheung Chulla and Kyong Sang are now on the list for punishment." It does not appear what they neglected to do exactly, but every one will sympathise with the unhappy governors in their sad plight. It is a good thing for them that a Crown Prince of Korea does not get married every day.

CLAIM FOR DEPOSIT.

15th inst.

In Summary Jurisdiction this morning, before his Honour Mr. A. G. Wise, Puisne Judge, Leung Yau, engineer, of No. 104, Des Voeux Road, Central, sued Leung Lai Chuen, alias A. Choo, of No. 39, Des Voeux Road, Central, partner in the firm of A. Choo and Company, for the recovery of the sum of \$400, being the amount of money deposited with the defendant by plaintiff on 6th March, 1905.

Mr. J. Gardiner, of Mr. O. D. Thompson's office, appeared for the plaintiff, and Mr. E. J. Grist, of Messrs. Wilkinson and Grist, represented the defendant.

Mr. Gardiner said this money was deposited on the 6th March last year—

Mr. E. J. Grist: I don't wish to interrupt my friend, but I understood that the parties had met and that a settlement had been arrived at, and so I am utterly unprepared to go on.

His Honour (to Mr. Gardiner): But you knew something about this; I mean you had something in your mind when you mentioned it to me in Chambers.

Mr. Gardiner: That is true, my Lord; but I am now informed that the parties have not after all come to terms.

Mr. Grist: I must ask for an adjournment.

His Honour: Well, let the case be put on Friday's list and it is settled in the meantime, well and good.

Mr. Gardiner: I've no objection to that course, my Lord, and I think it may be settled in the meantime.

His Honour: Well, you'll have plenty of time. Let it be Friday's list.

DAMAGE BY COLLISION.

ACTION IN COURT.

In Admiralty Jurisdiction this morning, His Honour Sir Francis Piggott, Chief Justice, presiding, and with him Hon. Captain Barnes-Lawrence, R.N., sitting as assessor, the case was heard of Chan Pak Tai, owner of the junk *Lin Shing Lee*, and the owner of her cargo, *versus* the steamship *Hankow*, for recovery of the sum of \$14,000 for damage occasioned by a collision which took place on 15th November, 1905, off Tung Chung, in the New Territories.

Mr. M. W. Slade, instructed by Mr. E. J. Grist, of Messrs. Wilkinson and Grist, appeared for the plaintiffs and Mr. E. H. Sharp, K.C., instructed by Mr. H. I. Gedge, of Messrs. Johnson, Stokes and Master, represented the s.s. *Hankow*.

Mr. Slade said that the collision occurred nearly three miles N.E. of the place where the junk finally sank. She did not sink immediately after the collision but became water-logged, and drifted for an hour or so in the direction of Tung Chung, and was afterwards towed by a launch to the place where she finally rested on a sand bank, which is quite out of the track of a Canton steamer, whereas the place where the collision appears, from the evidence of the master and crew, was expected from him with some difficulty, to have actually taken place directly in the track of steamers from Canton to Hongkong. The junk-master stated that the wind was very light at the time and he was bearing up North-West in order to get as much out of the light wind as possible and have a clear run to Macao. He first observed the lights of the *Hankow* some 20 minutes before the collision occurred, when she was about three miles away. At the time, between the *Hankow* and the *Lin Shing Lee*, there were several fishing boats and other boats, but although there might have been room for her to have proceeded safely on the course she was taking, when first observed, which course would have taken her between the junk and the *Hankow*, she suddenly altered her course to starboard, doubtless with the view of getting entirely out of the track of the vessels she was approaching, and seemed to be coming rapidly straight for the junk. No doubt she was in the track of the junk, and the junk, seeing the danger they were in, lost their heads, and although the master of the junk who was steering insisted that he never altered his course in the slightest degree from the time he first saw the lights of the *Hankow* to the time of the collision, it would seem to be highly probable that just before the collision he put his helm round, down, or let go, will not be certain, but it is certain that the junk was struck on her port bow, and it would be absurd to suppose that had her head been precisely the same as it was ten minutes before the collision, when the *Hankow* was approaching on her starboard bow, the *Hankow* would have crossed and struck her on her port bow. The master of the junk says he was struck by the stern of the *Hankow*. This may be so, but could not have been so if the junk at the time was heading north-west, as it was before the collision. The collision took place at 9.40 p.m. on the 15th November, 1905, off Pillar Point, otherwise known as Cheung Sha-kok, about four miles from the shore. There was at the time a very light north-east wind, the weather being fine and clear with moonlight. There was a flood tide running at the rate of one mile an hour. The junk was heading about west-north-west, and was travelling at about two miles an hour. She carried one bright white light visible all round the horizon at the stern, and another white light at the stern, about nine feet from the hull. When those about the junk first saw the *Hankow* they were about three miles apart, the *Hankow* being about half a point on the starboard bow of the junk. The junk-master first saw the steamer's white and green lights, and the red light came into view just before the collision. As soon as the red light came into view, broken by the attention of those on board the *Hankow*, the junk being kept on her course, while those on board of her shouted lustily, the port bow of the *Hankow* struck the port bow of the junk. In committing a breach of Article 10 of the Regulations for Preventing Collisions at Sea by not keeping out of the junk's head, and contravention of Article 22 of those regulations, in not slackening her speed or stopping and reversing in pursuance of Article 23 when approaching; in not keeping a proper look-out, and in not taking proper precautions to avoid a collision as required by Article 29, the *Hankow* was in default. As a result of this collision, a boy was drowned, as he had been in the hold, and the mast and sail had fallen and covered him up, and there had been no time to remove him from the wreckage, and they had to go on board the *Hankow*. The junk had 4,450 tons of kerosene oil on board for Hoi Ping, besides some sugar, matches, and other general cargo, nearly the whole of which was carried away.

The captain of the junk, called and declared, gave evidence in corroboration of the opening statement, and described the actual position of his mast-head light, saying that it was hanging from a cross-piece of iron fixed to the mast; he did not keep his sail so, so that all might see the light. He then described the positions of the *Hankow* and the junk when the latter first saw the former, and showed their respective positions at the time of the collision, by the use of models.

Cross-examined by Mr. Sharp, witness said all his lights were brightly burning, the moon was high up, but occasionally obscured by clouds. There was not much wind, and it was not rising at the time of the collision, nor was the sea choppy. He knew the collision happened at 9.40 p.m. because he carried a watch, and five minutes later when he was on the *Hankow* he looked at it and it was then 9.45 p.m. He was steering a course a little west of west-north-west. He was steering by the land and not by the compass.

Mr. Sharp: Then how do you know you were going west-north-west?—Because I looked at the compass now and again.

Mr. Sharp: Do you know the points of the compass at all? How many points are there between West and North?

Mr. Slade: I object to that question—it is an exceedingly unfair one to put to a simple Chinese seaman, as he does not, according to Chinese custom, use the English points of the compass.

Mr. Sharp: He gave us one just now.

Mr. Slade: He did not use the words; the interpreter put the English interpretation of the Chinese term.

The case is proceeding.

According to investigations made by the Koba Foreign Rice Guild, the stock of foreign rice on the Koba market on the 1st instant was 239,201 bags, showing an increase of 232,882 bags on the figures for April 1st.

THE NATIONAL BANK CASE.

WHAT IS CREDIT?

In Original Jurisdiction this morning, before the Full Bench consisting of their Honours Sir Francis Piggott, Chief Justice, and Mr. A. G. Wise, Puisne Judge, the case of the National Bank *versus* Lemaire was continued. Mr. E. H. Sharp, K.C., instructed by Mr. H. W. Looker, of Messrs. Deacon, Looker and Deacon, appeared for the plaintiff Bank, and Mr. M. W. Slade, instructed by Mr. F. Paget Hall, of Messrs. Brutton and Hett, represented the defendants.

Mr. P. Loureiro, called by Mr. Sharp, said he was accountant in the National Bank, and had been in the Bank for the past ten years. Previously he was in charge of the Yokohama branch of the Bank. The books kept showed branch of the Bank, or merely deposited with them. They kept four bill-books: (1) for bills purchased outright by the Bank, in this Colony and payable elsewhere; (2) the Hongkong Branch bill-book for bills purchased in London by the London agents and payable in this Colony; (3) a bill-book for all bills drawn by agents other than in London, payable in the Colony; and (4) the book for collection and on which the Bank has lien whatever. The bill in question was not entered in any of those books. Witness went on further to explain the manner in which the books were kept by the Bank, and said that the books showed a debit against Edwards, Piry and Company of \$10,000, the amount in question.

Mr. Slade then cross-examined witness as to an entry in the balance sheet showing a credit of \$10,000 to Edwards, Piry and Company, on the 31st of December, 1904, and then considerable discussion ensued as to the reason for it, witness stating that the balance sheet was prepared for the auditors, who passed them; they kept the books of the Bank by the double entry system, and every debit must have a credit, and every credit a debit, otherwise the accounts would never balance.

His Honour the Chief Justice: But surely the word "credit" means credit, and if a sum of money is entered to the credit of a person, it surely means that that amount has been paid, and any indebtedness of that person reduced by that amount.

Witness said that was not so, the balance sheet being simply drawn up for the satisfaction of the auditors.

The Chief Justice: Then what do you mean by "credit"?

Mr. Sharp said he thought Mr. Playfair's evidence had explained that, but if not, in any case, Mr. Piggott would elucidate it.

Mr. Justice Wise: It seems very involved, but we had better get on and wait for Mr. Piggott's evidence.

Mr. Gaskell, re-called, said he had examined the books and found the entry crediting Edwards, Piry and Company with the sum of \$10,000. It was not credited as cash, but as a document.

Mr. A. R. Lowe gave similar evidence, and said the entry was made in the subsidiary books, showing that it was a conditional or suspense credit.

The Chief Justice: Then, Mr. Lowe, you mean that in the credit, it is the fact of the existence of the bill also that is credited, and that if it was realized then it would be entered as a cash credit?

Mr. Lowe: It was a security and could be looked upon as a conditional credit. Practically the bill had been paid for, and was to be redeemed on maturity.

The Chief Justice: Then I take it a conditional credit means that if I have a bill payable in six months' time, I can go to the Bank and draw up to, say, \$3,000, or \$9,000?

Mr. Lowe: If the Bank likes to give it. The Chief Justice: Oh, quite so, but the Bank likes to give it. But how was it actually paid for by reason of the Bank's advances to Mr. Plant, who was Piry's representative?

The Chief Justice having said that unless the note was credited in the Bank's books to Piry and Company the Bank could not recover, Mr. Sharp said the evidence all went to prove that it was so, and there was no evidence disproving it. Learned counsel then proceeded to quote authorities on the subject.

In Original Jurisdiction yesterday the Full Bench delivered judgment in the case of the National Bank *versus* Lemaire and Co. His Honour the Chief Justice gave judgment for the defendants with costs, his Honour the Puisne Judge concurring.

STONE FOR THE MILITARY.

SUB-LETTING OF CONTRACTS.

The case in which seven women and one man were charged recently with removing stones from Harlech Road, Penk, without a permit from the Public Works Department, was continued at the Magistracy this morning, before Mr. F. A. Hazeland. It will be remembered that the case was remanded to enable the Public Works Department to communicate with the Military Authorities, as it was at first thought that the defendants were working under directions from the Military Authorities.

His Worship—Have you communicated with the Military Authorities?

Mr. Edwards—Yes, your Worship. They apparently know nothing at all about the matter. The contract was let to a certain contractor and he sub-let it to another man. The Military Authorities do not know this contractor. A permit was granted to remove stones from the valley, but workmen have lately encroached on Crown land. A letter received from the Military Authorities says: "I do not see the reason why the case should not take its course."

His Worship—Suppose I make an order that the contractor replace the damage?

Mr. Edwards—I should like him fined too, your Worship.

His Worship—If I fine him now nothing will be done to the damaged part of the bank. Call the contractor in. (To the contractor)—Why did you sub-let the contract? There is always trouble with sub-letting of contracts. Will you undertake to replace the damage, re-turf the land and put everything right to the satisfaction of the Public Works Department?

Contractor—Yes.

His Worship—How long will the work take?

Mr. Edwards—About one week, your Worship.

His Worship—Very well. I will remand the case for one week, and when the case is next heard I will fine him. (To the contractor)—See that the work is done properly, and the damage made good.

Contractor—Yes.

The case was accordingly remanded for one week.

An unknown Chinaman committed suicide on Monday, at a village in Yau-ma-tei, by hanging. The police at Yau-ma-tei were notified that his body was suspended from the eillings of his house, and he was cut down and removed to the Kowloon mortuary. Up to the present no one has turned up to identify the man.

UNLAWFUL POSSESSION.

At the instance of Inspector Gourlay, at the Police Court this morning, Wong Fui I, unemployed, residing at the Cotton Mills quarters, was charged before Mr. F. A. Hazeland, with being in unlawful possession of two pairs of callipers, one rule, one picker and a fruit fork, reasonably suspected to have been stolen on the 17th instant, at Causeway Bay.

His Worship—How did you come in possession of these articles?

Defendant—My relation gave them to me.

His Worship—Well, where is that relation of yours?

Defendant—He left last night for Canton.

His Worship—Would you like me to remand the case to call him as a witness?

Defendant—Not particularly. He is at Canton. How can I call him back?

His Worship—Write to him. Can't you write?

Defendant—Yes, I can. But I cannot write clear enough to make him understand.

His Worship—I don't believe your story at all. You are fined \$5, or one week's hard labour.

THE END OF A TRAT.

FRIENDS FALL OUT.

A Chinaman, with a nasty, plastered wound on his forehead, which was banded, took up his position in the witness-box, at the Magistracy this morning, before Mr. F. A. Hazeland, to proceed against a former friend—now an enemy—on a charge of assault, which occurred in a tea-shop yesterday afternoon. Complainant, who now and again adjusted the bandage for fear it might drop off, said that yesterday afternoon he was invited by his friend—the defendant—to a tea-shop to drink tea. Everything went well at the tea-shop, defendant making the best of his invitation, until the time arrived for "squaring up" the proprietor for the treat. When complainant produced the \$5 from his pocket, it seemed to act like magic on the defendant, for he became a changed man. Defendant had never during his acquaintance with the complainant seen him in possession of so much money, and being a staunch friend of the complainant, and not wanting to see any harm befall him, said that complainant had better hand over the banknotes as they would be in safer keeping with the defendant. Complainant did not require any gratuitous advice on that occasion and proposed to stick to the bills. A quarrel and a fight followed in which complainant received the wound on his forehead, and during the scuffle over the tea-table the defendant was overturned and defendant received a scalding.

After he had given his evidence, he was asked by the Court where he was struck. The complainant was so amazed by the question, considering that his banded head was, to him, sufficient evidence of his rough handling, that he exclaimed "What?" and pointed to his forehead.

The defendant said he also had a thrashing, but did not venture on the question of banknotes. His Worship fined him \$3 for the assault.

THE CONNAUGHT HOTEL.

We are asked to state that, as a wrong impression may get abroad regarding the plague patient who was removed from the Connaught Hotel, as recorded in these columns on Wednesday, the disease was not contracted in the hotel, where the patient only remained three hours, but at No. 1, Lyndhurst Terrace. That fact notwithstanding, as soon as the patient had been removed to hospital, the manager of the hotel took the extreme precaution of calling in the Sanitary officials to remove the bed, bedding, etc., from the room, when it was carried away to the Praya and there burnt. The room was then fumigated and whitewashed, the whole hotel also being fumigated, the medical officer giving a certificate that the place was clean and entirely free from any infection.

HONGKONG VOLUNTEER RESERVE ASSOCIATION.

The following are the principal scores made at the 500 yards Pool on the 12th and 13th inst. There were 42 entries:—

J. McInnes	57-13=70
S. A. Joseph	58-12=70

during the period of their subscription; that donors of one hundred dollars at one time be members for life; that donors of five hundred dollars at a time be directors for life and that all Protestant missionaries who subscribe \$5 or more per annum be members and entitled to vote.

VIII. Trustees.—That all real estate and other property belonging to the Society be held on behalf of the same by a Board of Trustees, to consist of the treasurer, the auditor of accounts, British and American Consuls for the time being, and the chairman of the medical staff.

New Article X. Medical Staff.—(a) That the foreign physicians of the hospital and college be the medical staff and that they elect their chairman annually.

(b) That each member of the staff, after one year's study of the language on the field, shall have an equal voice in determining all medical work of the Society.

(c) That the medical and surgical work of the Society be organized into departments and that each one of the physicians be assigned his department by the staff.

The addition of this Article X shares the responsibilities of the growing institution, and gives each physician in the hospital and college, the liberty in, and management of, his department, under the direction of the staff which a well qualified physician naturally expects and should have.

Dr. J. M. Swan is expected in the early fall to resume his duties at the Hospital.

Dr. Anderson is in charge of the Medical College, as formerly. Three qualified physicians have been already asked for.

COMMERCIAL

YARN MARKET.

In their report dated 18th instant, Messrs. Phirozshah B. Petit and Co. write:—“We have nothing fresh to report in our yarn market. During the whole of the fortnight under review no signs of either improvement or demand was noticeable. Some of the importers were over-anxious to quit and actually sold some lots at abnormally low rates. This further alarmed the Chinese dealers, and they began interestingly their holdings, even at a greater decline. The foreign merchants, who had re-purchased a good lot as reported in our last circular, are still buying at the continually declining rates, for they are sanguine of a spurt in the market after the floods are over and transit is resumed. Market during the period of reviewing turned from bad to worse both as regards prices and off-take. It is very hard to ascertain what prices the next sales would realize.

News from the Northern Ports and Shanghai are far from encouraging. Heavy stocks and continued heavy arrivals have greatly to answer for the sluggishness there, and the markets are pretty much in the same state as last advised, what with further financial failures and the preponderant influence of the ever-advancing Japanese.

Bombay is now showing returning wisdom. She did all she could in a temporary boom to gorge herself, to glut Hongkong and Shanghai and to bring about a general impasse, the effects of which will not wear out in the near future, but are likely to be felt somewhat in the early part of the next year, and that also can be possible only because Bombay is now in a serious mood to stay her hand in the speculative market, and the mills there entertain no offers for business for some time to come.

Prices of some of the mill's yarn are not quoted in this circular, and it is very hard to ascertain a correct quotation at present.

Market closes quiet.

No. 20.—Only selected threads changed hands at a decline of from one to two dollars per bale.

No. 16.—A few threads fetched a dollar lower.

No. 12.—Not much in favour; prices show a decline of \$1, and a very limited business reported.

No. 10.—Sales of only two threads at a heavy decline is noted. This count at present remains neglected as stocks are accumulating.

Nos. 8s. and 6s. out of favour. No business reported.

Sales reported during the past fortnight:—600 bales of No. 10, 150 bales of No. 12, 75 bales of No. 16, and 125 bales of No. 20, in all about 1,050 bales.

Arrivals during the past fortnight:—Per steamers *Gregory Apeir*, *Laitang* and *Catherine Apeir* (from Calcutta), and steamers *Ischia* and *Oceana* (from Bombay) of about 11,800 bales for this port and about 10,630 bales for Shanghai.

Shipments to Shanghai and the Northern Ports about 9,000 bales.

Uncollected Stock:—Estimated at about 79,000 bales.

Uncollected Stock:—Estimated at about 45,000 bales.

Local Yarn.—No business reported.

Japanese Yarn.—No business reported.

Cotton.—Rather quiet; a small parcel of 24 bales fetched \$22 per picul.

Exchange.—We quote to-day as under:—

India T. T. at Rs. 157 per cent.

London T. T. Demand 157 1/2

London T. T. Demand 157 1/2

London T. T. Demand 157 1/2

London T. T. Demand 157 1/2

London T. T. Demand 157 1/2

London T. T. Demand 157 1/2

London T. T. Demand 157 1/2

London T. T. Demand 157 1/2

LOCAL AND GENERAL.

THE value of the motor-cars at present in the United Kingdom amounts to £15,000,000.

THE headquarters of the Governor-General of Kwangtung have been removed from Lianyung to Port Arthur.

Of the eleven Chinese cases of plague reported to-day, eight terminated fatally. The total for the year is now 470.

THE largest railway station in the world is being built at Leipzig. Over £7,000,000 is to be expended on its construction.

PROFESSOR Simpson, the expert in hygiene, who is to inquire into the sanitary condition of Singapore, has arrived in that Settlement.

A HOUSEBOY was charged, and fined \$3, by Mr. F. A. Hazeland, at the Magistracy on Wednesday, for dumping rubbish into the harbour, yesterday.

HONGKONG chessmen are distinguishing themselves in the Northern Settlement. From Shanghai exchanges, we learn that the first game in the final round of the Shanghai Chess Championship was played on Wednesday (9th inst.). After an exceptionally fine game Mr. C. Souza defeated Mr. Montalvo de Jesus.

These players have to play four other games, should it be necessary, to decide who is champion.

CHINESE constable 447 boarded fishing junk No. 12001H, in the harbour on Monday, and searched the junk. In the hold he discovered \$2 worth of brown sugar. The people could give no satisfactory explanation as to how the sugar got into the hold, and a man and a woman were arrested. They were placed before Mr. C. D. Melbourne, at the Police Court on Tuesday. His Worship fined the man \$100 and the woman \$5.

A FORTNIGHT ago, a Chinaman obtained a passage to Singapore by the s.s. *Lightning*. Half way to his destination the native developed lunacy and had to be kept under lock and key. On arrival at Singapore the police there refused to allow the man to land, and he was put aboard the *Catherine Apeir* and brought back to Hongkong yesterday. On arrival of the vessel in the harbour the Water Police took charge of the man and removed him to the Lunatic Asylum.

A. FLAMENT, alias Vanderberg, alias Vanderuller, a Frenchman, was brought up on remand at the Magistracy on Monday, before Mr. F. A. Hazeland, charged with alleged embezzlement, said to have been committed within the French jurisdiction at Canton.

Sgt. Morrison, who had charge of the case, asked his Worship to withdraw the charge against the defendant on the ground that the French authorities at Canton had refused to prosecute. His Worship accordingly discharged the defendant.

LAM Lin, head “boy,” Kowloon Hotel, was charged on Monday, at the instance of J. W. Osborne, the proprietor, with behaving in a riotous and disorderly manner in the hotel on Saturday night. It appeared that some altercation took place between defendant and a European visitor at the hotel, which resulted in defendant challenging him to fight. Defendant averred that he was first struck by the European. The case was remanded to allow the visitor to attend Court.

POLICE Constable Willis proceeded against a house coolie employed at No. 1, Observatory Hill, Kowloon, before Mr. F. A. Hazeland, on Monday, for being in unlawful possession of a quantity of ginger, reasonably suspected to have been stolen. The constable said he saw defendant's jacket looking bulky, and arrested him in Carnarvon Road. When arrested the ginger was discovered under his jacket. His Worship imposed a fine of \$15 on the defendant.

A POULTRY-DEALER named Lo U H, of No. 27, Kowloon Street, went to the Public Gardens on Wednesday afternoon to “cool himself.” This process could not be carried out to Lo's satisfaction, so he got up and crouched on the seat, and was admiring the picture que scenery, when the watchman seized him and took him to the station. On Thursday he was charged at the Magistracy with putting his feet on a seat in the gardens. He pleaded ignorance, and Mr. C. A. D. Melbourne fined him one dollar.

“NEITHER party present?” said the Puisne Judge when a case was called in the Summary Court this morning. “Well, my Lord, they have to come from Aberdeen,” said the solicitor for the plaintiff. “O.K.,” then said his Honour, “it was fortunate that shower came when it did as they would probably be just starting, and wit (ill the rain is over. I think neither party is present the case must be struck out.” “Then I'll ask permission to withdraw the case, my Lord, and I can bring it again,” said the solicitor.

WE commend to the notice of the Hongkong Dock Co.'s directors and others interested in that concern the leading article from the *Singapore Free Press* which we reproduce on page 3 of this issue. The theme of the editorial was furnished by a letter appearing in these columns not long since from a “Shareholder” whose pertinent observations have been commented upon by our Staff's contemporary, as embodying “the sort of spirit that adds business to business” and from which, it is recommended, the Tanjong Pagar Board might take a tip.

SANITARY Inspector D. McKennie prosecuted Li Ching, a coolie, employed by the Sanitary Board, at the Police Court on Tuesday, for being in unlawful possession of one tiger claw mounted with gold, one gold earring, and a piece of gold, reasonably suspected to have been stolen. Complainant said that the trinkets were found on defendant's bed. Defendant averred that it was put there by somebody.

Mr. F. A. Hazeland said he was of opinion that defendant stole the things off a dead body while on the way to the morgue. He would pay a fine of \$75, with the option of three months' hard labour.

HAU Shing, a house coolie, was arraigned before Mr. F. A. Hazeland, at the police court on Thursday, on a charge of neglecting to report a case of small-pox in the servants' quarters of No. 44, Lyndhurst Terrace, on the 16th instant. Sanitary Inspector Gidley prosecuted. Defendant pleaded guilty, saying that the patient had arrived here from the interior with the disease. The inspector stated that he went yesterday to superintend the disinfection of the house for a case of plague that had occurred there. On going into the servants' quarters—four persons occupying that room—he found a boy lying on a bed suffering from, or in fact, getting over an attack of small-pox. The scales, which were mostly about his nose and legs, were just falling off. The patient was removed to Tung Wah Hospital and the father (defendant) arrested. His Worship fined defendant \$50, with the option of two months' imprisonment.

Mr. C. A. D. Melbourne, at the Magistracy on Thursday, fined a coolie \$25 for keeping a common gaming house at No. 14, Second Street, and seven others \$2 each, for gambling on the premises, last evening.

THE Nippon Yusen Kaisha is reported to have definitely decided to open a fortnightly service between Hongkong and Bangkok by the middle of this month. The chartered steamers *Tidder* and *Prometheus* will be put on the service for the present.

“THIS is a curious note,” said his Honour the Puisne Judge in the Summary Court, this morning, in a case for recovery of a sum of money lent; “it gives the defendant the option of repaying the amount or not, as he likes! You had better amend the writ.” (Laughter.)

At the Supreme Court on Thursday, during the hearing of the case of the National Bank *versus* Lemaire and Company, before the Full Bench, Mr. A. Stringer, Judge of the Court of First Instance at Manila, was accommodated with a seat on the Bench beside their Honours.

THE French Minister has made representations to the Waiwup in respect of a French company which desires to establish a river service by tug between Chungking and Ichang that such an undertaking is permissible under the Inland Navigation Rule laid down in the new Treaty.

MESSRS. Fred. Walker & Co., Hotel Mansions, are showing a new composition called “Arabic,” which, it is claimed, is an ideal coating for roofs. It reduces the temperature within a building by 30 degrees. In Australia it has gained great favour and numerous public buildings have been coated with “Arabic.”

JACK Edwards, seaman, s.s. *Otter*, pleaded guilty, before Mr. F. A. Hazeland, at the Police Court on Thursday, to a charge of being drunk and disorderly in the public street yesterday. The Indian constable, who made the arrest, said that Edwards was chasing women about the street. Edwards knew nothing of what occurred the previous day, and was ordered to pay a fine of \$5.

AN aged woman, by name Hon Him, was prosecuted at the Magistracy on Thursday, before Mr. C. D. Melbourne, at the instance of Sgt. Morrison, for obtaining, by means of false pretences, the sum of \$125, on 5th May, 1903, from another woman named Pong Tat, of No. 26, Hollywood Road. The woman denied the charge, and his Worship remanded the case for further evidence to be produced.

THE Army Orders for last month state that in consequence of the decision to remove submarine mining gear of the Royal Engineers at all stations the distinction between fortresses and submarine companies has been abolished, and the companies have received new designations. The 25th Company at Hongkong becomes the 25th Fortress Company and the 41st Company at Singapore becomes the 41st Fortress Company whilst the local submarine companies at Hongkong and Singapore merge into the fortress companies.

GUNNER James Walsh, of the Royal Garrison Artillery, proceeded against an unemployed cook at the Magistracy on Wednesday, for stealing twenty-two pounds of meat from Stonecutters Island, on the 15th instant. The defendant said that the meat was given him by the cook. Evidence was heard to be effect that defendant was arrested on the beach with the meat in a basket. Mr. Hazeland adjourned the case until to-morrow to enable the cook at Stonecutters to be brought to Court. A few minutes afterwards, Inspector Langley appeared in Court and said that he was just in receipt of a telegram from Stonecutters saying that the cook had absconded. The defendant was brought up, and his Worship passed sentence of three weeks' hard labour.

“I WAS standing at the entrance of my door with my basket in hand and I saw the excise officer deliberately drop some contents into my basket. I sold him and the European constable struck me, dimming my eyes.” Such was the statement made by a native woman at the police court this morning, when charged with being disorderly in the public street yesterday. On being questioned by Mr. Hazeland, the constable denied touching the defendant, but admitted that when the woman was taken to Van-mau Police Station she gave the inspector her broken ear-ring. His Worship at first remanded the case until to-morrow for Inspector Macdonald to attend to give evidence, but as the inspector was absent, he was called. The woman was then fined \$5.

THIS afternoon, at the Magistracy, Chan Fong the master of the San Cheong marine store dealer's shop, of No. 39 Tung Man Lane, was charged with being in unlawful possession of one keg of white lead and several steamer's port hole frames, reasonably suspected of having been unlawfully procured, Mr. J. H. Gardiner, of Mr. O. D. Thomson's office, defended.

Sgt. Morrison said that he went to defendant's shop on the 7th instant, and found the goods mentioned at the back of the shop, covered with old cordage and tin sheets. Cross-examined: Witness did not ask defendant if he had any stolen goods in his possession. Such goods are sometimes likely to be found in a marine store dealer's shop. Mr. Gardiner said that, as it had been pointed out, a marine store dealer was quite competent of purchasing such goods. They were purchased in the absence of the master from the defendant's shop. His Worship said that the onus was on the defendant to satisfy the Court that these goods were not unlawfully obtained. In order to allow the defence to produce the marine hawker from whom they purchased the goods, he would remand the case until Friday next, at noon. Bail \$100.

ON the 10th ult., a serious boiler explosion attended by loss of life occurred on board a steam launch at Bangkok. The launch, a large two decked boat, heeled over and sank almost before any assistance could be rendered. It was first said that six were killed and eleven wounded, and again that there were seven killed and thirteen injured. Eleven injured men were taken to Bangkok hospitals, of whom one died and five were too seriously hurt to be moved. Of these five, two were expected to die. One of the men killed was said to be a sampan owner who was passing close by in his boat at the time of the explosion. The cause of the accident is unknown. Her engineer was a certificated man. There is reason to believe, however, that another man than the regular engineer was attending to the engine, getting steam up in the boiler after the repairs had been effected. This man went down with the wreck. Further information had it that eight were killed outright and eleven injured, and of these eleven three have since died. Three of the men killed were taken out of the launch after they were killed, and half of a body was also found. The killed included a Chinaman who was on the wharf near by looking on, and the wife of another launch moored alongside who was scalded to death.

In the case of the morphine seizure a settlement has been arrived at all the cases with the exception of the claim by Messrs. McEwen, Frickel & Co., which has been remanded.

FOR stealing a silk jacket from his master, a barber, of the Central Hotel, an assistant barber was sentenced to three weeks' hard labour, by Mr. F. A. Hazeland, at the Magistracy on Monday.

THE Yokohama Municipality have decided to issue domestic bonds to the amount of ¥2,700,000 which is to be used in defraying the cost of the extension of the Customs accommodation, which the Government has guaranteed shall be completed in six years. It is expected that the bonds will be placed on the market on 10th, bearing interest at the rate of 6 per cent.

THE police at the Chung Kwan O Station received information on Tuesday from the people of the Flour Mills there that one of their employers had committed suicide on the premises. The police went to the works and there found a man suspended by the neck from the ceiling. He was cut down, and removed to the mortuary at Hongkong. The cause of the rash act could not be explained by the other facts.

THE Court of Criminal Sessions, which is held monthly on the 18th day of the month, was adjourned until Monday next, the 21st inst. The following is the calendar:—1. Li Mang, Fong Chun, Chan Chok committed for arson. 2. Wong Tai, murder. 3. Ken Iwamura (a) uttering a forged banknote, (b) uttering a forged banknote, (c) being in unlawful possession of forged banknotes. 4. Chan King, manslaughter. 5. Fung Kai Sing and Cheung Shui, manslaughter.

Shipping.

Vessels in Port.

STEAMERS.

Acilia, Ger. s.s., 6,020, O. Schulte, 16th May, Singapore 18th May, Gen.—H. A. L. America Maru, Jap. s.s., 3,460, Philip Goings, 15th May, San Francisco 14th April, and Shanghai 12th May, Mails and Gen.—T. K. K.

Anglo Saxon, Br. s.s., 2,671, C. Moore, 9th May, Cardiff 16th May, Coal—Admiralty. Arabia, Ger. s.s., 2,668, H. Mettenheim, 16th May, Portland, 6th April, Gen.—P. & A. S. S. Co.

Cambodia, Dan. s.s., 3,570, Th. Dahleborg, 16th May, Antwerp 22nd Mar., and Singapore 9th May, Gen.—M. & Co. Catherine Apeir, Br. s.s., 1,730, A. Stewart, 14th May, Calcutta via Penang and Singapore 8th May, Gen.—D. S. & Co., Ltd.

Childar, Nor. s.s., 1,102, H. Nielsen, 15th May, Moji 10th May, Coal—Aagaard, Thoresen & Co.

Daijin Maru, Jap. s.s., 899, I. Satow, 16th May, Gen.—Tanaka via Amoy and Swatow 15th May, Gen.—O. S. K.

Delhi, Br. s.s., 4,783, J. D. Andrews, R.N.R., 17th May, Shanghai 15th May, Mails and Gen.—P. & O. S. N. Co.

Footsang, Br. s.s., 1,587, W. E. Saver, 15th May, Calcutta 1st May, Coals—J. M. & Co.

Fulmar, Br. s.s., 2,765, H. Gow, 14th May, Moji 5th May, Coal—D. & Co., Ltd. Holstein, Ger. s.s., 900, S. Niejahr, 18th May, Canton 17th May, Gen.—J. & Co.

Hong Wan, Br. s.s., 2,060, J. L. Slaker, 18th May, Penang and Singapore 11th May, Gen.—Joo Teck Seng.

Ilford, Br. s.s., 2,779, J. G. McKechnie, 16th May, Moji 15th May, Coal—D. & Co., Ltd.

Java, Aust. s.s., 2,598, L. Klepac, 17th May, Kuchinotz 7th May, Coals—D. & Co., Ltd.

Johanne, Ger. s.s., 957, Ipland, 18th May, Haiphong 15th May, and Hothow 17th, Gen.—J. & Co.

Loosok, Ger. s.s., 1,020, G. Schultzen, 14th May, Bangkok 8th May, Rice—B. & S. Lovat, Ger. s.s., 1,236, P. Natzing, 15th May, Bangkok 4th May, Rice—S. W. & Co.

Lyeonoon, Ger. s.s., 1,025, Th. Lehmann, 18th May, Canton 17th May, Gen.—H. A. L. Maunay, Br. s.s., 1,644, R. Houghton, 8th May, Sandakan 3rd May, Timber and Gen.—J. M. & Co.

Rajah, Ger. s.s., 1,450, C. Wolff, 13th May, Bangkok 6th May, Rice, Meal and Timber.—Toon Fat Hong.

Samsen, Ger. s.s., 1,200, Rehwalder, 18th May, Bangkok 8th May, Gen.—B. & S. Shahjehan, Br. s.s., 1,078, J. R. Scott, 8th May, Saigon 3rd May, Rice.—Wo Fat Sing.

Standard, Nor. s.s., 894, H. Bull, 13th May, Bangkok 6th May, Rice.—Aagaard, Thoresen & Co.

Sullberg, Ger. s.s., 783, C. Luppi, 17th May, Amoy 15th May, Ballast.—H. A. L. Tailu, Ger. s.s., 1,065, C. U. Berfeldt, 12th April, Swatow 11th April, Ballast.—E. A. T. Co.

Taikoon Maru, Jap. s.s., 1,991, T. Ota, 17th May, Moji 10th May, Coal—M. B. K. Taishan, Br. s.s., 1,121, J. T. Laing, 14th May, Kohichang 7th May, Rice.—B. & Co.

Taiwan, Br. s.s., 1,012, J. A. Martin, 16th May, Bangkok 10th May, Rice.—Wing Sing.

Teau, Br. s.s., 1,346, Somerville, 18th May, Manila 15th May, Gen.—B. & S. Tremont, Am. s.s., 2,659, T. W. Gaskill, 18th May, Seattle 9th April, and Manila 16th May, Gen.—D. & Co., Ltd.

Wuhu, Br. s.s., 1,227, F. Richards, 18th May, Wuhu 13th May, Rice.—B. & S. Yangtze, Br. s.s., 4,149, W. Cope-Lycett, 18th May, Tacoma via Japan 18th April, Gen.—B. & S.

Tatar, Br. s.s., 2,768, W. Davison, R.N.R., 4th May, Vancouver 3rd April, and Shanghai 20th, Gen.—C. F. R. Co.

Tin How, Br. s.s., 2,200, Kerr, 16th May, Cardiff via Singapore 9th May, Patent Fuel.—Order.

Zafiro, Br. s.s., 1,618, R. Rodger, 14th May, Manila 12th May, Gen.—S. T. & Co.

Steamers Expected.

Vessels	From	Agents	Due
Hakata Maru	Moji	N. Y. K.	May 20
Banca	Singapore	P. & O. Co.	May 21
Namang	Singapore	M. & Co.	May 21
Tjimbai	Manssar.	C. J. L.	May 21
Emp. of China	Japan	C. P. R. Co.	May 22
Prinz Heinrich	Japan	M. & Co.	May 22
Tjilowong	Kobe	C. J. L.	May 22
Idomenus	Singapore	B. & S.	May 22
Preussen	Columbo.	M. & Co.	May 23
Columbo Maru	Singapore	N. Y. K.	May 27
Argonia	Astoria	P. & A. Co.	May 27
Mangolia	Japan	P. M. Co.	May 28
Chingola	San Francisco	P. M. Co.	May 30
P. Waldemar	Sydney	M. & Co.	June 5
Nippon Maru	San Francisco	N. Y. K.	June 7

HONGKONG METEOROLOGICAL SIGNALS.

A NEW CODE.

We have received from the Hongkong Observatory a new code of meteorological signals which comes into force at Hongkong on New Year's Day. They are the same as those at present in use at Shanghai, and will be hoisted on the mast beside the time-ball at Kowloon Point for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected. The signals are as follows:—

A cone point upwards indicates a typhoon to the North of the Colony.

A cone point upwards and drum below indicates a typhoon to the North-East of the Colony.

A drum indicates a typhoon to the East of the Colony.

A cone point downwards and drum below indicates a typhoon to the South-East of the Colony.

A cone point downwards indicates a typhoon to the South of the Colony.

A cone point downwards and ball below indicates a typhoon to the South-West of the Colony.

A ball indicates a typhoon to the West of the Colony.

A cone point upwards and ball below indicates a typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

NIGHT SIGNALS.

Two lanterns hoisted vertically indicate bad weather in the Colony and that the wind is expected to veer.

Two lanterns hoisted horizontally indicate bad weather in the Colony and that the wind is expected to back.

The signals are repeated on the flagstaff of the Godown Company at Kowloon, and also, by day only, at the Harbour Office and on H. M.'s Receiving Ship.

LOCAL STORM-WARNINGS.

The Colony itself is warned of approaching typhoons by means of the Typhoon Gun placed at the foot of the mast, which is fired whenever a strong gale of wind is expected to blow here.

NOTICE BOARDS.

Notice boards are placed at:—

Joint Cable Companies' Office.

Ferry Company's Pier, Ice House Street.

Blake Pier.

Post Office.

Harbour

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM," 2,363 tons Captain H. D. Jones.
 "POWAN," 2,338 " " W. A. Valentine.
 "FATSHAN," 2,360 " " R. D. Thomas.
 "HANKOW," 3,073 " " C. V. Lloyd.
 "KINSHAN," 1,995 " " J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).
 Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1,998 tons Captain G. F. Morrison, R.M.R.
 Departures from Hongkong to Macao on week days at 2 P.M., on Sundays at Noon, except when otherwise notified by Express.
 Note:—During the summer months the time of leaving fluctuates to suit the tide at Macao. See Special Summer Time-table.
 Departures from Macao to Hongkong daily at 8 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 2,179 tons Captain T. Hamlin.
 This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

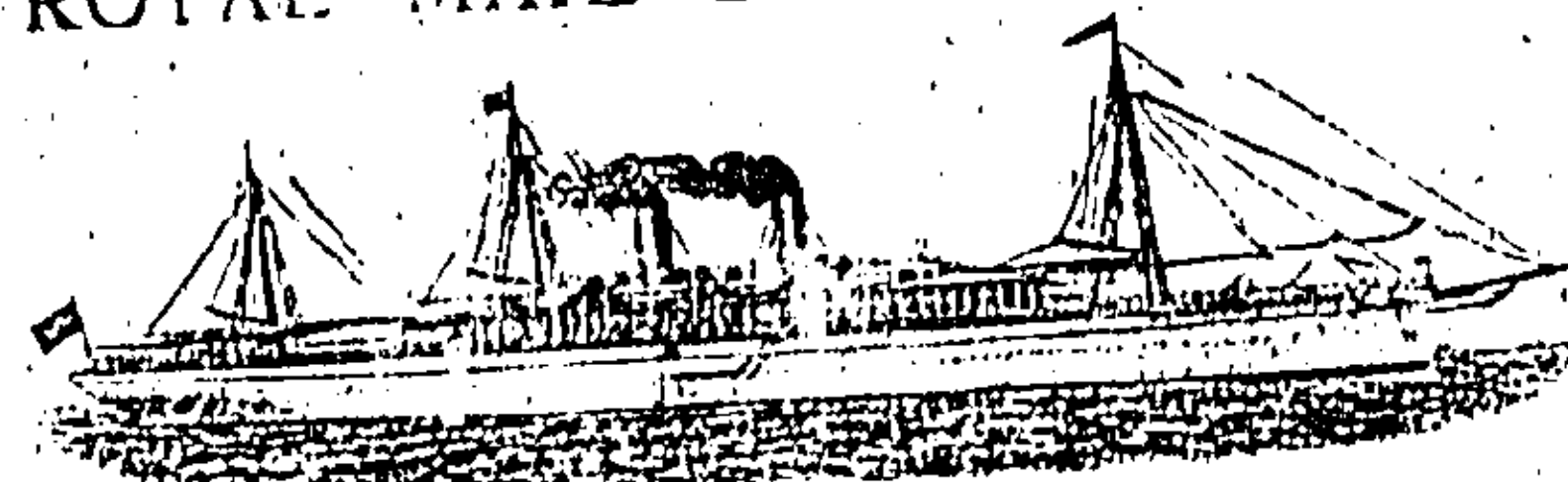
S.S. "SAINAM," 588 tons Captain J. Willox.
 "NANNING," 569 " " C. Butchart.
 One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M. calling at Yunkai, Mahning, Kunchuk, Kau Kong, Samshui, Howlik, Shui-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARES:—Canton to Wuchow Single \$15.00. Return \$25.00.
 Canton to Tak Hing Single \$12.50. Return \$21.00.
 Canton to Samshui Single \$7.50.

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.
 Further particulars may be obtained at the Office of the—
 HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
 Hotel Mansions, (First Floor) opposite the Hongkong Hotel,
 Or of BUTTERFIELD & SWIRE,
 Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 31st March, 1906.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of 12 Days across the Pacific is the "Empress Line." Sailing 3 to 7 Days Ocean Trial.
 12 Days YOKOHAMA to VANCOUVER. 21 Days HONGKONG to VANCOUVER.

12 Days YOKOHAMA

(Subject to Alteration).

PROPOSED SAILINGS.		LEAVE HONGKONG	ARRIVE VANCOUVER
R.M.S.	Tons		
"TARTAR".....	4,425	WEDNESDAY, May 23.....	June 16
"EMPRESS OF CHINA".....	6,000	WEDNESDAY, May 30.....	June 20
"EMPRESS OF INDIA".....	6,000	WEDNESDAY, June 20.....	July 11
"ATHENIAN".....	3,440	WEDNESDAY, June 27.....	July 21
"EMPRESS OF JAPAN".....	6,000	WEDNESDAY, July 11.....	August 1
"MONTEAGLE".....	5,500	WEDNESDAY, July 18.....	August 17

EMPIRE sailing to SHANGHAI

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, HAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the COMPANY'S PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Hongkong to London, 1st Class £40. 0. 0. 2nd Class £20. 0. 0. 3rd Class £10. 0. 0.
 Hongkong to London, Intermediate on Steamers, and 1st Class Rail £40. 0. 0.

R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at intermediate rates, affording superior accommodation for that class. Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to
 D. W. CRADDOCK, Acting General Agent,
 Corner Pedder Street and Praya, opposite Black Pier. (13)
 Hongkong, 9th May, 1906

HAMBURG-AMERIKA LINIE. OSTASIATISCHER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and HAITIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
ARCADIA (Calling at SPORE, PENANG & COLOMBO.)	HAVRE and HAMBURG.	30th May } Freight.
C. FERD. LAEISZ (Calling at SPORE, PENANG & COLOMBO.)	MARSEILLES, HAVRE & HAMBURG.	4th June } Freight.
BITHONIA (Calling at SPORE, PENANG & COLOMBO.)	HAVRE, BREMEN and HAMBURG.	6th June } Freight.
ANDALUSIA (Calling at SPORE, PENANG & COLOMBO.)	HAVRE and HAMBURG.	24th June } Freight.
ACILIA (Calling at SPORE, PENANG & COLOMBO.)	HAVRE and HAMBURG.	28th June } Freight.
RHENANIA (Calling at SPORE, PENANG & COLOMBO.)	HAVRE and HAMBURG.	12th July } Freight and Passengers.

* Special attention of intending Passengers is drawn to the splendid accommodation of this steamer. Saloon and cabin amusements. Lighted throughout by Electricity. Daily qualified Doctors are carried.

For further Particulars, apply to
 HAMBURG-AMERIKA LINIE,
 HONGKONG OFFICE,
 Kleg's Buildings.
 Hongkong, 16th May, 1906.

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR
 SINGAPORE, PENANG, COLOMBO, ADEN, SUZ, PORT SAID, NAPLES, GENOA,
 ANTWERP, BREMEN/HAMBURG;
 Steamers will also call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

Taking Cargo on Through Bills of Lading for all European, North and South American Ports.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
PRINZ HEINRICH WEDNESDAY, 23rd May.	
ROON WEDNESDAY, 6th June.	
PREUSSEN WEDNESDAY, 20th June.	
ZIETEN WEDNESDAY, 4th July.	
GNEISENAU WEDNESDAY, 18th July.	
BAVERN WEDNESDAY, 1st August.	
PRINZ REGENT LUITPOLD WEDNESDAY, 15th August.	
PRINZ EITEL FRIEDRICH WEDNESDAY, 29th August.	
SACHSEN WEDNESDAY, 12th September.	

ON WEDNESDAY, the 23rd day of May, 1906, at Noon, the Steamship PRINZ HEINRICH, Capt. Grosch, with MAILES, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.
 Shipping Orders will be granted till NOON, on MONDAY, the 21st May, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 22nd May, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 22nd May.
 Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.
 The Steamer has splendid Accommodation and carries a Doctor and Stewardsesses. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA & GIBRALTAR	\$61. 0. 0.	\$42. 0. 0.	\$22. 0. 0.
Return	91. 0. 0.	63. 0. 0.	33. 0. 0.
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG	65. 0. 0.	44. 0. 0.	24. 0. 0.
Return	97. 0. 0.	66. 0. 0.	36. 0. 0.
TO NEW YORK VIA SUEZ:			
VIA NAPLES, GENOA OR GIBRALTAR	64. 0. 0.	44. 0. 0.	26. 0. 0.
Return	115. 0. 0.	79. 0. 0.	47. 0. 0.
VIA BREMEN OR SOUTHAMPTON	68. 0. 0.	46. 0. 0.	27. 0. 0.
Return	123. 0. 0.	83. 0. 0.	49. 0. 0.

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland THE SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE TO CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

Interruption of the Voyage in Egypt

Passengers are advised to transfer to another steamer instead of waiting for the ship from Port Said.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HRRBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration.)

STEAMERS.	Tons.	SAILING DATES.
WILLEHAD 4763	TUESDAY, 29th May.	
PRINZ WALDEMAR 3227	TUESDAY, 26th June.	
PRINZ SIGISMUND 3302	TUESDAY, 24th July.	

ON TUESDAY, the 29th day of May, 1906, at Noon, the Steamship WILLEHAD, Capt. Obenauer, with Mails, Passengers and Cargo, will leave this port as above. The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class	1st Class	2nd Class
TO MANILA	\$50. 0. 0.	\$30. 0. 0.	\$20. 0. 0.	Return \$80. 0. 0.	\$50. 0. 0.
TO NEW GUINEA	\$28. 0. 0.	\$18. 10. 0.	\$14. 0. 0.	Return \$42. 0. 0.	\$27. 15. 0.
TO BRISBANE	\$30. 0. 0.	\$20. 0. 0.	\$14. 0. 0.	Return \$54. 0. 0.	\$36. 0. 0.
TO SYDNEY	\$33. 0. 0.	\$23. 0. 0.	\$15. 0. 0.	Return \$59. 10. 0.	\$41. 10. 0.
TO MELBOURNE	\$34. 0. 0.	\$24. 10. 0.	\$16. 0. 0.	Return \$62. 5. 0.	\$44. 5. 0.
TO YOKOHAMA	\$80. 0. 0.	\$50. 0. 0.	\$40. 0. 0.	Return \$170. 0. 0.	\$120. 0. 0.
TO KOBE	\$95. 0. 0.	\$70. 0. 0.	\$50. 0. 0.	Return \$170. 0. 0.	\$120. 0. 0.
TO YOKOHAMA & back from KOBE to HONGKONG	\$140. 0. 0.	\$100. 0. 0.			

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class
TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer	\$97. 0. 0.
TO EUROPE VIA AUSTRALIA AND AMERICA	96. 0. 0.

From Australia to New York via Vancouver by the C. P. R. Co.'s steamers, or via San Francisco by the O. S. S. Co.'s Steamers from New York to Europe by the magnificent express steamers of N. D. L.

SAILING OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

For	STEAMER	ABOUT
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	PREUSSEN	WEDNESDAY, 23rd May.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	ZIETEN	WEDNESDAY, 6th June.
YOKOHAMA & KOBE	PRINZ WALDEMAR	WEDNESDAY, 6th June.

TRANSPACIFIC THROUGH TICKETS FROM HONGKONG.

VIA VANCOUVER OR SAN FRANCISCO NEW YORK by the C. P. R. Co.'s steamers, P. M. S. S. Co., O. & O. S. S. Co., T. & C. and from NEW YORK TO EUROPE by the magnificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:

	1st Class
TO LONDON VIA PLYMOUTH SOUTHAMPTON	\$62. 0. 0.
TO BREMEN	\$63. 10. 0.
TO PARIS VIA CHERBOURG	65. 0. 0.
TO NAPLES, GENOA VIA GIBRALTAR	65. 0. 0.

NORDDEUTSCHER LLOYD.

For further Particulars apply to

MELCHERS & CO., AGENTS.

Hongkong, 16th May, 1906.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft. bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

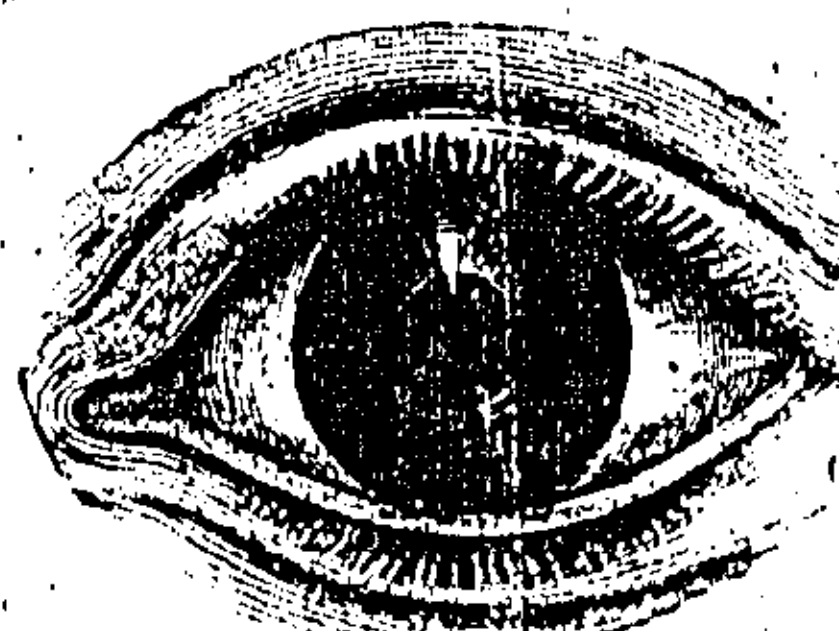
Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 506, or 681.
 Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.
 Liebers, Scotts, A. I. and Watkins.
 Yokohama, May 23rd, 1905.

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
 8, PEDDER STREET, HONGKONG.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements. Ask, or write, for Illustrated Booklet on "Defective Sight"—free.

LONDON, CALCUTTA, SHANGHAI,
 21, John Street, Bedford Row, W.C. 59, Bentinck Street, 566, Nanking Road.
 Hongkong, 27th November, 1905.

WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-KONGMOON AND KAUKONG LINES.

SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 54 DAYS.
 THE ROUND TRIP OCCUPIES ONLY 36 HOURS.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI".
 SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 54 DAYS.
 THE steamers sail from HONGKONG to SHANGHAI, SHUING, TAKHING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.
 Fare for the Round Trip \$30.
 These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity.
 For further information, apply to—
 BUTTERFIELD & SWIRE,
 AGENTS,
 WEST RIVER BRITISH S.S. CO.,
 HONGKONG.

Hongkong, 23rd December, 1905.

JAVA-CHINA-JAPAN LINE. REGULAR THREE-WEEKLY SERVICE BETWEEN JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIMAH	JAVA	Second half May	JAPAN VIA SHANGHAI	Second half May
TJILIWONG	JAPAN	Second half May	JAVA PORTS	Second half May
TJIPANAS	JAVA	First half June	JAPAN VIA SHANGHAI	Second half June
TJILATJAP	JAPAN	Second half June	JAVA PORTS	Second half June

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to
 THE HEAD AGENCY
 OF THE
 JAVA-CHINA-JAPAN LINE.

Telephone No. 375,
 YORK BUILDINGS, 1st Floor.
 Hongkong, 9th May, 1906.

KWONG SANG & Co.,
 No. 70, WILKINSON STREET.

GENERAL DRAPERS, MANUFACTURERS and DEALERS in Ladies, and Children's Underwear, Silk, Pongee, Grass-cloth, Fancy and Piece Goods, &c.
 Latest style of Ladies' Blouses and Gentlemen's Shirts made to order.

TRIAL ORDER SOLICITED.

Hongkong, 1st February, 1906.

THE HONGKONG STUDIO.

HIGHER CLASS PHOTOGRAPHER,
 41 & 43, QUEEN'S ROAD CENTRAL,
 TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING and COPYING in all sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICES VERY MODERATE.
 Hongkong, 15th September, 1905.

FOR SALE.

WELSBACH'S, 1M. DOOR and OUT-DOOR 4-LIGHT GAS ARC LAMPS.

Do. BOXED LIGHTS.

Do. HARP LAMPS.

Do. MANTLES, OHIM.

NEYS, GLOBES, SHADES, &c., &c.,

and INCANDESCENT GASOLINE LAMPS of all descriptions from best makers.

NAPHTHA of the best kind for GASOLINE LAMPS and GASOLINE ENGINES, kept in stock.

TAI KWONG CO.,

109, Des Vaux Road Central,

Hongkong, 16th April, 1906.

(19)

Intimations.



ESTABLISHED A.D. 1841.

A. S. WATSON & CO.,
LIMITED.WINE AND SPIRIT MERCHANTS,
ALEXANDRA BUILDINGS.SCOTCH
WHISKIES.
GREAT REDUCTION
IN
PRICES.From this date the prices of our popular
brands of SCOTCH WHISKIES will be as
under:—

- Per Case of 120.
- A. THORNES BLEND \$11.00
- B. GLENORCHY BLEND (A
Fine Soda Whisky) 11.40
- C. ABERLOUR-GLENLIVET (A
Fine Peaty Flavoured Whisky) 12.50
- D. H.K.D. BLEND of the Finest
Old Malt Scotch Whiskies ... 14.00
- E. BLEND.
The popular Whisky in the
Far East 15.00

The above prices are strictly net. The
discount of five per cent. previously allowed
on our Whiskies ceases from this date.A. S. WATSON & CO.,
LIMITED,WINE AND SPIRIT MERCHANTS,
ALEXANDRA BUILDINGS.
Hongkong, 17th May, 1906.

\$16.00

WILL BUY A CASE

GREGOR & CO.'S

IMPERIAL

HIGHLAND

WHISKY.

NOT ONE OF THE BEST.

BUT

THE BEST!

GREGOR & Co.,

19, QUEEN'S ROAD CENTRAL.

Hongkong, 15th June, 1905.

NOTICE.

All communications intended for publication in
"THE HONGKONG TELEGRAPH" should be
addressed to The Editor, 1, Ice House Road, and
should be accompanied by the Writer's Name and
Address.Ordinary business communications should be addressed
to The Manager.The Editor will not undertake to be responsible for
any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$80 per annum.

WEEKLY—\$18 per annum.

The rates per quarter and per month, proportional.

The daily issue is delivered free when the address is
accessible to messenger. On copies sent by post an
additional \$1.80 per quarter is charged for postage.The postage on the weekly issue to any part of the
world is 40 cents per quarter.Single Copies. Daily, ten cents; Weekly, twenty-
five cents.

The Hongkong Telegraph

HONGKONG, SATURDAY, MAY 19, 1906.

POLICE WORK IN HONGKONG.

No less than 11,517 cases were reported to the police during 1905, as we learn from the report of Mr. G. N. Orme, the assistant Superintendent of Police in Hongkong. But that was a decrease of 295 as compared with the previous year of 2,48 per cent.—not a startling reduction but still in a way satisfactory, when it is remembered that the population of the Colony is continually shifting, and the criminal classes are recruited from the scum of Canton, which seems to breed a special class of evil doers. In examining the character of the charges laid against the arrested persons, it is noteworthy that there was a decrease of 548 in the number of indictments for what are described as serious offences, the chief decreases being 302 in larcenies, 143 in "unlawful possession," and 44 in burglaries. There were 372 Europeans and Americans convicted of offences against the laws of the Colony, and 55 accused were discharged. The Chinese convictions numbered 10,921, the dismissals reaching the total of 1058. Only 94 Indians came before the Court, of whom 24 were acquitted of the charges laid against them. The difficulty of tracing murders is evidenced by the cases which were reported during the year. Six cases occurred. In three of these no arrest was made; in two cases the accused were acquitted, and in one, that in which a Filipino murdered a compatriot on board the *Tremont* while that vessel was lying in harbour, the prisoner was found guilty and sentenced to death, which was afterwards commuted to imprisonment for life. In the cases of manslaughter the police were more successful in obtaining evidence to convict the guilty parties. Under the heading of "gang robberies," it is stated that there were 24 offences during the year, but in 13 cases no arrest was made, which does not redound to the credit of the force. The fact that 16 of these robberies occurred in the New Territories may afford some explanation of the authorities' lack of success in bringing the crimes home to the guilty parties. It may be hoped that the introduction of the railway and the stricter policing of the lawlessness which appears to prevail in the New Territories. Every now and then the police develop a mania for arresting gamblers. They executed no fewer than 121 warrants in 1905, and 98 convictions were obtained. In 23 cases no gambling was found being carried on. The number of convictions shows an increase of 28 as compared with the previous year, but Mr. Orme remarks—"It is not easy to say whether these figures indicate a great increase in gambling or only that the police have been more successful in obtaining information." No doubt it is well that coolies should be checked in their habit of gambling, but it is very doubtful whether these raids do much good, beyond swelling the police exchequer. Gambling is a characteristic of all Eastern races; it is ingrained in the Chinaman; and the European is not above taking a hand in a game of chance when the opportunity offers. What difference there is between a mess which makes a practice of gambling every night for comparatively high stakes and the coolie who proceeds to a friend's house where he knows he will meet some kindred spirits, it is impossible to fathom. The one is as bad as the other in the opinion of most people, but who ever heard of Europeans being charged with gambling? And the punishment is so ridiculously light that it can prove no deterrent to the inveterate gambler. In another column there appears to-day the report of two gambling raids; in one case the players were fined \$2 each and in another \$3 each—it would be interesting to know what led the Magistrate to differentiate between the heinousness of the offences so that he was able to find one set a dollar's worth more culpable than the other. Of course the keepers of the houses were more sharply punished, but presumably the "kitty" would be sufficiently large to meet the \$75 fine. But is it conceivable that a gambler

would be restrained from gambling by the fear of a \$2 fine? There may be optimists who are of that opinion, but they must be in the minority. The coolie will reason that it is worth his while to take the chance of losing \$2 when there is a possibility of winning \$20 or \$30. The gambling evil is reprobated on every hand without much success. The late Mr. Osmond Tearle used to stage a play called "The Gambler," in which all the terrible fruit of the green baize table were depicted in lurid colours, but it is safe to say that few were influenced by the sermon. Turning now to the question of stolen property, Mr. Orme states that the value of the property reported stolen during the year was \$258,736.18. Of that sum, \$109,186 came under the category of larcenies by bailies, i.e., thefts and frauds by trusted servants (clerks, shopkeepers, compradors, etc.), a class of crime which the police, he says, cannot prevent, and in which, owing to the ease with which the offenders can escape from the Colony and the difficulty of tracing them, it is very hard to obtain arrests and convictions. The sums so stolen are sometimes very large. There were two such thefts of \$52,000 and \$20,210 respectively from a bank, and eight others of \$1,000 and upwards, including one of \$13,600, from other persons. The value of the property recovered by the Police and restored to owners was \$47,622.80. There were 3951 opium warrants issued last year as compared with 2,444 in 1904; opium was found in 1,105 instances and 1,419 persons were arrested. Thirteen samples of whisky, brandy, rum and beer were analysed and all were certified to be genuine. The poisonous fire water that the poor European gets when he is inclined to a carousal is unknown to the Analyst. The report on the police force is entirely in its favour, but we would desire to know why the cost of the force has increased from \$380,789 in 1901, when the strength stood at 920, to \$517,453 in 1905, when the force stood at 1,018. It is not as if the European staff has increased, for there were 145 Europeans in 1901 whereas there were only 133 last year. An increase of \$136,664 due to the enlistment of a few Chinese seems an unusually large amount. There is much room for criticism in the report, but on the whole it is not unsatisfactory.

LOCAL AND GENERAL.

To-day is the 36th anniversary of the birthday of H. I. M. Nicholas I. Emperor of Russia. Mr. J. R. Wood has been appointed a member of the Squatters' Board, vice Mr. F. J. Badley.

A MEMORIAL of re-entry by the Government of Ping Chau Lot No. 231 has been registered according to the law.

SEVERAL lots of Crown land in various localities in the New Territories are advertised for sale at Tai-po, on Monday next.

THE Hon. Dr. Ho Kai, M.B., C.M., C.M.G., has been re-appointed a member of the Medical Board for a further term of three years from the 18th instant.

HIS Excellency the Governor, under instructions from the Secretary of State for the Colonies, has been pleased to appoint Mr. J. E. Menagh to be chief storekeeper in connection with the Kowloon-Canton Railway, British section.

"I SAW the wood lying on the road and I picked it up," said a coolie at the Magistracy this morning, when charged with stealing a piece of hardwood from Sang Lee's works, at the Peak, yesterday. The Inspector said that defendant was the turncock at the Peak, and had been employed for a long time. Mr. Hazeland discharged defendant with a caution.

MR. James Macdonald, Government marine surveyor, has been appointed to approve and certify on his behalf, from time to time the position of any disc indicating the load-line and all alterations thereof, on all British or Colonial ships registered in the Colony, (except ships under 25 tons, pleasure yachts, ships not trading or plying for hire and ships employed solely as tugs).

IT is notified that Thursday, the 24th day, being a public and a Bank holiday under the Victoria Day Ordinance, 1903, (Ordinance No. 14 of 1903), will be observed as a Government holiday. His Excellency the Governor has been pleased to appoint Monday, the 4th June, to be observed as a holiday throughout Government departments except the Police Magistrates' department.

INSPECTOR Lawrence, of the Naval Yard Police, proceeded against a coolie, at the Magistracy this morning, before Mr. F. K. Hazeland, for stealing from the dock-yard, certain metal goods, yesterday, the property of the Admiralty. The Chinaman pleaded guilty, and his Worship sentenced him to be exposed in the stocks for six hours, and to undergo three weeks' imprisonment with hard labour.

A PLANTATION of pine trees, situated at Nam She Wat, Ping Shan District, will be sold by public auction at Ping Shan Police Station on the 23rd inst., at 3 p.m. Particulars as to the exact position of the trees and other necessary information may be obtained by application at the Ping Shan Police Station. A sale is subject to the condition that the successful competitor shall obtain a forestry licence for the plantation, and he shall comply with the rules printed thereon.

TAOTAI Wen, one of the most influential mandarins at Canton, arrived in the Colony on the 15th inst., and left again for Canton yesterday.

THE emigrant steamer *Indravelli*, with coolies from Chinwan, etc., arrived in Durban on the 13th instant, after the unusually quick passage of 26 days.

WE regret to announce that a telegram was received in the Colony to-day stating that Mr. A. A. Pacheco, Consul for Italy and Siam in Macao and a prominent solicitor in that city, died this morning, the cause of death being Bright's disease.

THE revenue of the Postal Department for last year amounted to \$414,833.19, being an increase of \$63,370.27. Under expenditure there, is a very heavy increase of \$268,692.69 due, principally to the final settlement of the claim of the Imperial Post Office against this Colony for the share of subsidy to the P. & O. Steam Navigation Company, from 1st February, 1895, to 31st January, 1905.

638,977 registered articles and parcels were dealt with in the Hongkong General Post Office, an increase of 39,919, with an average of 2,041 on each working day, as against 1,914 on the last annual returns. The greatest number handled on a single day was 7,011. In addition to this, 104,313 passed through the various agencies but not through Hongkong, making a total for the administration of 743,290.

THERE are 5 pillar-boxes on the Peak, 10 in Victoria and 6 in Kowloon. The number of articles posted in these, during 1905, was 92,170, as against 66,746 in 1904, and 48,110 in 1903. This is a complete justification, writes the Postmaster General, of the appointment of special messengers to clear these boxes instead of leaving that duty to postmen whose punctuality had to be sacrificed to the varying demands of deliveries.

THE claim put in by Mr. John Hastings for one chest of morphine, seized in the Kowloon godowns on March 6th and 7th last, and which was adjudged *sine die* by Mr. F. A. Hazeland, at the request of Mr. Hastings, came on for hearing at the Police Court this forenoon. Mr. F. B. Deacon, of Messrs. Deacon, Looker and Deacon, appeared for the opium farmer, and Mr. John Hastings represented his client, a Chinaman from Shanghai. Evidence was heard and the case adjourned.

SUMMER has arrived. It is officially notified in the Army Orders to-day that punkahs may be taken into use forthwith. But there are restrictions. The married men are not allowed to have punkahs pulled in their quarters during the day time; that privilege is reserved for the night, so that although the clerks in the military offices may chew their penholders in the breeze generated by the punkahs, the harassed soldier's wife must sizzle in the sweltering heat of the noon-day without so much as a cooling punkah.

THE police at West Point had a rather busy time last night in trying to stop certain members of a Chinese procession passing along Queen's Road West who were burning crackers outside the Government Civil Hospital, and disturbing the patients in that institution. Their path was not strewn with roses, for when the procession arrived at this junction packets of crackers, by the score, were set alight and pitched into the side-channel, with the result that the road was smothered in smoke. So far they were successful in their mission, but one or two rowdies who thought that the police were not minding their business, got obstreperous, and one or two started stoning the police. This did not last long, however, for the arrest of a school-boy, who apparently started the affair, soon set the others to flight, and the procession was continued without ado. The school-boy in custody was removed further to No. 7 Police Station and this morning brought before the Court. He was fined \$3, and cautioned.

QUITE an unusual gathering of friends and pupils, past and present, assembled in one of the class-rooms of Bellios Public School yesterday afternoon, to bid adieu to the headmistress, Mrs. C. J. Bateman, who has worked so loyally for the school for many years, and whose departure for home on pension is soon expected. Mr. Bellios, who was present, recalled the days gone by when he first became acquainted with Mrs. Bateman, as headmistress of the Bellios Public School. Mrs. Bateman was for a long time head of the school, she was very much liked by all, and her departure home in a few days would be a loss to many. Mrs. Bateman replied in few but appropriate words, regretting that she had to leave the school where she had worked for so long, and where she had made many friends. Other speeches were made, all regretting her departure, after which she was presented with a little present, a gift from the scholars of the school, as a memento of their esteem. Refreshments were then partaken of, and, after they had bid her farewell, the meeting dispersed.

INSPECTOR Gourlay again prosecuted Chan Yau, a fisherman, on remand, for depositing the dead body of his daughter in the harbour yesterday. This case was remanded to ascertain the cause of the child's death. The officer in charge of the case said that the child had died from plague. When defendant dumped the corpse overboard it was attached to a rope, the other end of which was fixed to the stern of his junk. It was his intention then of sailing away, and on arriving outside the harbour he would cut the rope and the body would drift away. In all probability, if the tide was contrary, the body would float into the harbour. A crowd, seeing the body, assembled near the Bay View Police Station, and a policeman, who arrived on the scene, took the situation in at a glance, got into a sampan, gave chase, and arrested the defendant. Accused admitted the offence, but averred that he did not know better. Mr. F. A. Hazeland imposed a penalty of \$50, with the option of six weeks' hard labour.

THE COLLISION CASE.

ACTION IN COURT.

In Admiralty Jurisdiction this morning His Honour the Chief Justice, Sir Francis Pigott presiding, the case of Chan Pak Tai, owner of the junk *Lin Shing Lee*, and the owners of her cargo, *versus* the steamship *Hankow* was resumed.

Mr. M. W. Slade, instructed by Mr. E. J. Grist, of Messrs. Wilkinson and Grist, appeared for the plaintiffs, Mr. E. H. Sharp, K.C., instructed by Mr. H. J. Gedge, of Messrs. Johnson, Stokes and Master, representing the defendant. The Hon. Captain Barnes-Lawrence, R.N., Marine Magistrate, sat as assessor. The case for the plaintiff having closed as recorded in our columns last evening, Mr. Sharp addressed the Court.

Learned counsel said: At about 9.15 p.m. on the 15th November, 1905, the steamship *Hankow*, belonging to the China Navigation Company Ltd., while on her usual voyage from Canton to Hongkong, was near Castle Peak, and was proceeding on a course about south-east by east, and at a speed of about ten knots an hour over the ground. Her registration lights were burning brightly, and a good look out was being maintained on board of her. The night was fine and clear but cloudy, a fresh breeze was blowing from about north-east, and the tide was near the end of the flood. Under these circumstances those on board perceived a junk which proved to be the *Lin Shing Lee*, without any lights, nearly a mile away, and bearing about half a point on the *Hankow's* starboard bow. As soon as the *Hankow* observed her course, which was crossing that of the *Hankow* from starboard to port, the *Hankow's* helm was ported so that the junk (if she had kept on her course) would have passed the *Hankow* amply clear, port to port. When, however, the vessels were about to pass, the junk suddenly changed her course to port, and apparently tried to cross the *Hankow's* bow from port to starboard; the *Hankow's* engines were immediately reversed (full speed), and her helm was put hard a-port, but there was not time for these measures to take effect before the junk, coming on rapidly, struck with her port bow the *Hankow's* port side, about 70 feet from the stern, inflicting damage on the *Hankow*. No light whatever was visible on board the junk before the collision, when a light appeared on her stern. The junk neglected to keep a proper look-out; she neglected to keep her course, as required by article 21 of the regulations for preventing collisions at sea. The junk was navigated in a manner that was reckless and unseamanlike, and contrary to article 29 of those regulations. She neglected to carry or exhibit the lights required under the Merchant Shipping Amendment Ordinance of 1905, or any light whatever. The collision was caused solely by the fault of the junk, and there was no negligence or improper navigation on the part of the *Hankow*. Save as aforesaid, the defendants deny the allegations contained in the plaintiffs' claim.

As a counter-claim defendants asked judgment for the damage occasioned to the defendants' steamer, by the collision, with costs; to have an account of said damage taken with the assistance of merchants, and such other relief as the Court should allow. Mr. Willoughby, called by Mr. Sharp, said he was second officer of the s.s. *Hankow*, and on the night in question was on watch. It was a cloudy night, and the moon had not risen above the hills. He suddenly saw a dark mass about a mile away on the starboard bow, and with the aid of his glasses he found it was a junk, sailing, but without any lights. No mats whatever were observed burning on the junk. There were some other junks about but they were in-land from the *Hankow*, and that vessel had not had to alter her course on account of them. Witness kept his glass on the junk practically all the time, as he could not see her very distinctly as the land was behind her, and he could not see her as distinctly as if she had had sky behind her. The first time he saw the light on the stern was when she hauled up alongside; it was hidden before by the sail. Witness then gave evidence corroborative of the opening statement of Mr. Sharp, and the case proceeded to a further adjournment.

ST. ANDREW'S CHURCH, KOWLOON.

FURNISHING FUND APPEAL.

The following gifts received in response to the Chaplain's recent appeal are hereby gratefully acknowledged:—

"Anonymous"	\$100
J. Benzville, Esq.	50
Mr. and Mrs. F. Clayton	50
Name not to be published	25
H. W. Slade, Esq.	25
A. J. S. ("Chaplain's Fees") first instalment	25
Hon. Capt. Barnes-Lawrence	20
Mrs. Pinkney	20
"From two friends"	10
J. Hutchings, Esq.	10
Mrs. Bateson-Wright (2nd donation)	10
Mrs. Allen	5
Also received, with thanks, before the publication of the appeal:—	
Commodore Williams, R.N.	\$10
J. A. Tarrant, Esq.	5

Total received by Rev. A. J. Stevens to date \$305

At the Japanese Imperial banquet recently given at the Shinjuku Garden, about 80 officers who rendered distinguished services in the late war, had the honour of receiving cups of sake from the Imperial hands. Among those so honoured was one non-combatant, Paymaster Nishikawa. It appears that during the attack on Port Arthur a company pressed close to a Russian fort with the object of carrying it, but the Russians poured such a fire that advance or retreat was impossible. The Japanese hurriedly constructed defensive earthworks, where they were compelled to remain for two or three days without food. Seeing the perilous situation of the company Paymaster Nishikawa, who was with the regiment, determined to supply them with food, and succeeded in carrying rice through a heavy fire to the company. The brave act was noticed by General Nogi, who issued a testimonial to the gallant Paymaster.

TELEGRAM.

"HONGKONG TELEGRAPH" SERVICE.

THE STRANDED "ROON."

SALVAGE VESSEL DESPATCHED.

Shanghai, 18th May;

The Norddeutscher Lloyd s.s. *Roon*, which went ashore on a rock off Kotsushima Island [as reported in our telegram columns last evening] is in a dangerous position. All the passengers and crew have been safely landed and taken to Moji, sufficient caretakers being left on board.

The Japanese salvage steamer *Hansa* has been despatched from Nagasaki to the assistance of the *Roon*.

Later.

The s.s. *Roon* is found to be in a more favourable position, and the weather conditions are favourable. H.I.G.M.S. *Hansa* (not the Japanese salvage vessel) is assisting in towing her off the rocks. Further particulars to-morrow.

[The s.s. *Roon* is a steel twin-screw steamer of 2,132 registered tonnage, built in 1902, by J. C. Tecklenberg, at Bremen, for the Norddeutscher Lloyd Steam Navigation Company. Her length is 453.9 feet, breadth 55.8, and depth 36 feet, and she is registered in Bremen. The above telegram was kindly furnished to a representative of the *Hongkong Telegraph* by Messrs. Melchers and Co.—Ed., H.K.T.]

THE DIKKA BII.

TWO RICKSHA COOLIES AND A TEN-CENT PIECE.

An amusing story of how one ricksha coolie fooled another of the tribe is related by a correspondent who witnessed the incident. A gentleman who was bound for Kowloon was driven to the Ferry wharf, and on arriving there he dismounted. After the careless fashion of some people, he drew out a handful of coins from which to select a ten-cent piece, but in the hurry he spilled a few into the street. He managed to find all the money with the exception of a twenty-cent piece. It had fallen behind him and was promptly covered by the broad, flat foot of the ricksha man. "The fare," searched high and low for the missing money but to no avail. Even the coolie pretended to join in the search; he hobbled around on one foot, describing a circle, the centre being the fallen coin. Then the ferry-boat gave a hoot, and the gentleman made a dive for it, abandoning the money to its fate. Another ricksha coolie had seen the whole performance. "It was his turn now, so up he ran and shouted 'halves,'" or words to that effect. The ricksha man was indignant. Had he not earned the money by the sweat of his feet? Had he not swindled the "foreign devil" in capital style? Where would the money have been now if it hadn't been for his ingenuity and craft? Who brought the passenger to the wharf anyway? And if it came to that let them fight for it. But the other was not to be won over by blandishments, chicanery, or sophisms. He demanded half, that was his share, and he declared that he would not be happy till he got it. Mr. Melville, who interpreted his remarks with reflections on the pedigree of the swindler's parents, their habits, customs and failings, and the personal appearance of the descendant. The first coolie replied in fine style and all the elements seemed in order for a first-class "scrap." All at once the finder pretended that the reasons adduced by his friend why he should get a half share appealed to him so strongly that he would acquiesce in the proposal. Forthwith, he plunged his hand into his wallet and after much search produced a ten-cent piece. The other coolie was so flabbergasted that he could hardly believe his eyes. That anybody should give up ten cents without a fight was evidence for his intelligence. Confide No. 1 picked up the twenty-cent piece, which had lain on the ground during the squabble, and with a genial "By-by, see you soon, I hope," he made off at top speed, suddenly remembering that he had an engagement at the other end of the city. The other gazed fatuously at the coin which had been given to him. Then he walked across to the kerbstone, as if in a dream, and rang the coin on the granite slab. He rang it once; he rang it twice; he rang it three times. Then he flung back his head and howled. He filled the air with imprecations and clamour. The coin was counted felt!

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory. On the 19th at 12.5 p.m. The barometer has risen in Manila, and fallen over China and Formosa.

The typhoon appears to be situated to the NW. of Luzon. It is probably moving towards NW.

Pressure is highest over S. Japan. It remains low to the N. of Japan.

Strong NE. winds to gales are indicated in the Formosa Channel, and the N. part of the China Sea.

Forecast:—N. winds, moderate; fair.

SHIPPING AND MAILS.

MAILS DUE.

Indian (*Namsang*) 21st inst.
German (*Prinz Heinrich*) 22nd inst.
Canadian (*Empress of China*) 22nd inst.
German (*Preussent*) 23rd inst.
American (*Montevideo*) 23rd inst.
American (*China*) 24th inst.
German (*Prinz Waldemar*) 5th prox.

The P. & A. s.s. *Aragonia* arrived at Yokohama on the night of the 17th inst., from Portland, Oregon.

The C. P. R. Co's s.s. *Empress of Japan* left Yokohama p.m., on 18th inst., for Victoria and Vancouver.

The C. P. R. Co's s.s. *Empress of China* arrived at Shanghai at 11 p.m., on 18th inst., and left again at 8 p.m., Saturday, for Hongkong, where she is due to arrive at 9 a.m., on 22nd inst.

TELEGRAMS.

[Reuter's.]

A Contradicted Report.

London, 17th May.
The report that Germany had acquired Port Pulou Laut, an island south-east of Borneo, has been contradicted in the House of Commons.

The New Harbour Works at Singapore.

Mr. Churchill said, in the House of Commons, that the Singapore Chamber of Commerce had made representations against the construction of harbour works; but, as Lord Elgin was not satisfied that the representations embody the wishes of the trading community, he saw no reason for any further delay in a work which had been undertaken on the authority of experts, after prolonged consideration in England and in Singapore.

The Garter Mission.

Lord Redesdale presided at the dinner of the Japan Society.
He dwelt on the gracious reception of the Garter Mission, and said that Japan was in many things a century ahead of the times.

Russia.

The Duma is discussing minutely the clauses in the address.
Speeches are limited to five minutes. Numerous extravagant proposals are made.

The United States.

The Washington Senate is angrily debating President Roosevelt's attitude concerning the Railway Rates Bill.
The Democrats accuse him of duplicity, and of siding with the Republicans, after making advances to the Democrats.

The Imperial Chinese Customs.

Sir Edward Grey says that the Chinese Government maintains the appointment of an Administrator General of the Customs, and states that, in a matter of internal government, they are within their rights in giving control of the Customs.

They disclaim, however, any intention of disregarding the loan agreements of 1896 and 1898, which provide that the administration of the Customs shall not be changed during their currency.

TO TURN OVER A NEW LEAF.

THE PADRE TO ARBITRATE.

A Filipino woman came before Mr. F. A. Hazeland, at the Police Court, this morning, to prosecute her husband—a watchman, on board a Canton steamer—for desertion and neglecting to support her.

His Worship—Can't this matter be settled out of Court?

Complainant—No.

His Worship (to defendant)—Are you willing to take her back?—She is my wife. I want her back. Whenever I came ashore, she is never in the house, in fact, I was told that she made it a point to hide in other people's houses when I am ashore.

His Worship (to complainant)—Are you willing to go back?—No, I'm not. I want to be put in the Convent.

His Worship—No, no, no. You must go back—if he is willing to turn over a new leaf, bring home his wages at the end of the month, and behave like a man should do, I will return.

Are you a Roman Catholic?—Yes.

Who is your priest?—I go to the cathedral and have no particular father—either Padre Spada or Padre Marie.

I had better remain the case to allow the priest to see the parties.

Inspector Hanson was called to accompany the parties to the Cathedral to see their priest, and to try to bring matters to some settlement.

GAMBLING RAIDS.

AT HUNGHOM.

At about three o'clock yesterday afternoon, the police at Hunghom executed a gambling raid at No. 50, Berkeley Street, Hunghom, and effected the arrest of nineteen men. Evidence was heard at the Magistracy today to the effect that the door of the premises was open when the officers arrived. A *lukung* entered the flat and watched the game for several minutes before the signal of "rush the house" was given. The gamblers used European cards to play *ngau pai*. The third cooie won this hand and collected the stakes, which amounted to \$3, twenty cents of which he threw in the "kitty" as commission for the house. The first man had to answer a charge of being the leader and keeper of the house, while the remainder were charged with gambling. The sergeant, who conducted the case, said that defendants were mostly dock hands; the first defendant had already been convicted for a similar offence, while a few of the defendants had as much as \$60 in their pockets. Mr. F. A. Hazeland fined the first two defendants \$75 each, the others having to pay \$5 apiece.

AT WEST POINT.

Serpt. Gordon, of No. 7 Police Station, also made a raid last night at No. 3, U. Lok Lane, West Point, and left the premises with eleven gamblers, most of whom were street coolies, who were playing *ngau pai*. The defendants appeared before Mr. F. A. Hazeland, at the Police Court this morning. The first two coolies were charged with keeping a common gaming house, and the others with gambling on the premises. Evidence was led. His Worship found the first two defendants not guilty on the charge of keeping a common gaming house. All the defendants, however, were convicted of gambling and were fined \$2 each.

THE FIRE BRIGADE.

REPORT FOR 1905.

Mr. F. J. Badeley, the superintendent of the Fire Brigade, has issued the annual report for his department for 1905. We gather therefrom that there were 32 fires and 77 incipient fires during last year, as against 57 and 64 in 1904. The estimated damage caused by fires was \$327,423.00 and by incipient fires \$1,708.00. The brigade turned out 48 times during the year. There was an intermittent supply of water in the mains from 27th February to 28th March, during which period sea water was used as much as possible in order to save the fresh water. Three fires occurred in the harbour during the year.

ARSON.

There were two prosecutions for arson. The first was in connection with the fire at No. 168, Collywood Road, where ten persons lost their lives. Two men were arrested and convicted at the criminal sessions and sentenced to imprisonment for life. The second was in connection with the fire at No. 462, Des Vieux Road West. Two men were arrested and sentenced to seven and five years' imprisonment, respectively.

The conduct of the brigade has been good. The deputy superintendent (Captain Lyons) returned from leave on 15th February. During his absence Mr. Hallifax acted for him.

JAPANESE COMMERCIAL MORALITY.

DEFENCE OF THE MERCHANT CLASS.

Mr. Hadano, Director of the Mitsui Bank, contributes an article to the Tokyo *Economist* in which he endeavours to defend the Japanese against the charge of commercial immorality, made against the merchant class particularly. Mr. Matsuo, Minister of Agriculture and Commerce, says Mr. Hadano, recently published an article in the *Tokyo Asahi* in which he deplored the low standard of commercial morality among Japanese, and remarked that the more reliable character of Chinese merchants is well recognised by foreigners. "I have often heard talk of this description from foreigners," continues Mr. Hadano, "but it is rather astonishing that the allegation should come from the Japanese Minister of Agriculture and Commerce. Now that the Government and people are engaged in the introduction of foreign capital for the development of commerce and industry, such utterances as made by Mr. Matsuo, reflecting on the credit of Japanese merchants, will have a most pernicious effect on Japanese commercial credit. As a matter of fact, however, not only are Japanese merchants not so disreputable as represented, but they do not fall below Europeans and Americans in point of commercial credit."

The progress of credit among Japanese business circles of late years may be gathered from the remarkable increase of the cheques in circulation as handled by the clearing houses. The following are the number of cheques that passed through the clearing houses at Tokyo and Osaka during the last few years:—

	Tokyo.	Osaka.
1900	1,405,449,663	523,552,744
1901	1,686,002,071	528,121,077
1902	1,359,791,689	66,559,705
1903	1,662,658,913	81,287,026
1904	1,854,302,977	89,682,668

As shown above, the steady increase in the number and amount of cheques in circulation is proof of the stability of the credit of Japanese merchants. It is absurd to say that the commercial credit of Japanese is below that of Chinese.

"Take the deposits in the Japanese banks as an example. Practically speaking there exist no banks in China, the only institution doing business similar to that of banks being exchange houses. The latter, however, can hardly bear comparison with the Japanese banks in respect to their stability. The Mitsui Bank for instance, possesses deposits amounting to 51 millions yen, but it is doubtful whether any Chinese exchange house has as much as 10 millions of deposits. Moreover, the Chinese have not yet learned how to employ money. The property of many wealthy Chinese is represented either by merchandise or real estate. This is an undeniable proof of the low estimation in which commercial credit is held in that country."

"The existence of a large number of public companies in Japan is another proof of the stability of Japanese credit. The management of these companies is entrusted to directors in whose integrity and ability implicit confidence is placed. In China, however, the establishment of companies is rare. A cotton spinning company at Shanghai, started by Chinese, which was losing every year, has begun to pay good dividends since it has been placed under Japanese management. At Shanghai, Japanese business methods are admired by Chinese and other foreigners as a model of efficient management. The ready and willing manner in which paper money is offered and accepted in Japan instead of specie will also go to prove the stable nature of commercial credit. Although paper money is issued by the Bank of Japan, under Government supervision, its credit would not have been so firmly established without the feeling of stability among business circles. In my opinion, the lack about the lack of commercial morality of Japanese merchants must have originated among foreign residents in Japan and been scattered broadcast abroad. The former British Consul at Nagasaki and Bishop Ardey, must have drawn their inspiration from the foreign residents in Japan to hold the opinions they do. But it is ridiculous that such allegations should be taken up and echoed by a responsible Government official."

"Many of the foreign merchants in Japan do not know the real state of affairs in this country. They do not mingle with Japanese socially; nor can they speak the language sufficiently well as to really understand the country and its people. They shut themselves up in a corner of the former settlements; have their own parks and clubs, into which they refuse to admit Japanese. They merely keep up relations with Japanese through the medium of the banto and the guide. The banto, as a class, are not men of high education and their reputation is by no means spotless. In the case of delivery of goods to a Japanese merchant, if the transaction is not to the private interest of the banto he would not hesitate to misrepresent the facts of the case to his employer as if the Japanese merchant was refusing to take delivery against the contract. The story is implicitly believed by the employer, and thus the allegation of the want of commercial morality among Japanese finds its way abroad."

"The amount of our foreign trade has reached 700 million yen, and this could not have been obtained had Japanese merchants lacked credit. While foreign merchants are denouncing the morality of Japanese, the business of the country is being fast transferred from their hands into those of Japanese. Foreign firms at Kobe and Yokohama enjoy no longer the prosperity of former years. It is unfair to attribute to Japanese all the irregularities that are sometimes found in trade."

LECTURE ON EARTHQUAKE.

EMINENT SCIENTIST'S OBSERVATIONS.

The assembly hall of the Philippines Normal schools, Manila, at the exposition grounds, was filled last evening, says the *Cable News* of 16th inst., by a large and distinguished audience, the occasion being a lecture of Father Jose Algue, director of the Manila observatory, on "Earthquake." Father Algue is a scientist and educator of world-wide reputation, thoroughly familiar with the subject upon which he spoke which is of special and timely interest now, in view of the San Francisco catastrophe, and when news is coming daily from every side about the amount of destruction to life and property done by these terrific phenomena. Lecture was held under the auspices of the Teacher's Vacation Assembly and delivered in English, which language Father Algue commands perfectly.

The audience followed Father Algue's observations with close interest and showed their appreciation of the distinguished scientist's effort by liberal applause at the close of his one hour lecture, which was supplemented by a number of stereopticon views, the slides of which had been specially prepared by the Father.

The eminent lecturer said in part:—"Seismology, only since a few years ago, has begun to be regarded as a scientific branch of geophysics. In fact, to speak only of the East in the year 1865, when the Manila observatory was founded, the four seismographs in the Far East were set in operation and since that time all the earthquakes in Manila have been recorded and the records are kept on file in that institution. Ten years later, when the central meteorological observatory was founded in Tokyo, the seismograph began to take systematic records of the earthquakes in the chief towns of Japan. Scientific investigation in seismology, excepting the Jesuit observatory at Shanghai, has been almost exclusively confined to Japan and to the Philippines. It is impossible to deal with the whole subject in a single conference and I will confine myself this evening to the latest and most powerful branch of modern seismology. Two years ago nobody could realize the possibility of registering earthquakes at 2,000, 3,000, 5,000 or even 10,000 miles distance from the place of origin, which is now a known fact. We are now able to register properly and systematically shocks which affect the most distant countries."

Earthquake is the movement or transit of a wave, or of a set of waves, of elastic compression in any direction, from vertically upwards to horizontally, in any azimuth, through the crust and surface of the earth, from any centre of impulse or from various centres. The science which deals with earthquakes is called seismology, after the Greek word *seismos*, which means movement. The intensity of an earthquake will, of course, depend on the strength of the impulse. The most popular division of earthquakes is that of sensible and insensible earthquakes, which almost agree with the other more scientific macro-seismic or sensible earthquake, and micro-seismic motion or insensible earthquakes. This holds good for the place of origin. Now a very severe earthquake in the place of origin becomes micro-seismic at a distance. Thus the word 'micro-seismic' is of very wide and general meaning because a movement may be micro-seismic either on account of the local tremor being exceedingly light, so as to be not felt, or on account of the weak waves reaching the place from a very distant and severe centre. The first effect of the impulse is to shake the portion of the earth affected by it and then, as the earth is elastic, these vibrations or waves are transmitted in all directions. Some popular instance may illustrate the different kinds of propagation. When a stone is dropped into a pond, the waves are propagated also longitudinally. Transverse propagation is that which we believe to exist in the motion of electricity and light.

BRIDGE.

A HANDBOOK FOR PLAYERS.

We are in receipt of a copy of the first edition of the revised laws of Bridge, published and printed at the *Times of Ceylon Press*, Colombo. This handy little volume, *Cosmopolitan Bridge*, by "Red Lancer," is well got up, well expressed and well printed, and evidently aims at being the "Cavendish" of Bridge. "As the author states in his preface, some of the assertions he makes and the opinions he offers may not appeal to English readers and players of the game—the very fascinating game—for he writes from the standpoint of an observer and a player of the game in many countries on the continent of Europe, and his cosmopolitan experience enables him therefore to write with the authority of one who thoroughly knows and understands his subject. He learnt the game in France, and subsequently played it with subjects of many nations, and on this account he has acquired a more cosmopolitan and less insular system of play, for he claims that the finest card player the world has ever seen was the great French master of the game, Deschappelles. When Bridge first became popular in England it was played on the same lines as whist, but now the laws have changed and this is the *raison d'être* of this little volume. Clearly, "Red Lancer" is an authority on this game, and recognizes that its great charm is its infinite variety; a variety, however, which renders it the more difficult to write about and describe. But he overcomes this difficulty and even adds to the variety, for after rehearsing and criticizing the ruling laws and regulations, he gives a number of illustrated hands, and then proceeds to explain the meaning of the technical terms which slip so lightly from the lips of every Bridge-player. A new feature of this little work and one which should appeal to all devotees of this attractive pastime, is a short chapter on the "Etiquette of Bridge," in which is laid down what a player may and may not do, a chapter which should be read, marked, learned and inwardly digested by every intending player before he or she attempts to take a place at the Bridge-table. The work is well arranged as a book of reference, and, as no Bridge-player should be without it, it should command a ready sale. It is to be had of Messrs. Kelly and Walsh, Ltd., in Hongkong, and their branches in other ports.

CANTON-HANKOW RAILWAY.

THE SITUATION AT CANTON.

According to a Chinese gentleman, resident in Hongkong, considerable excitement prevails in native commercial circles at Canton, and even in Hongkong at the present time regarding the attitude alleged to be taken up by the Canton Government, in reference to the railway scheme. According to our informant, the Canton Government is secretly plotting to get the Canton-Hankow railway constructed by the Government, and it is feared that should this become an *fait accompli*, there will be trouble at Canton. Our informant further says that some time ago an advertisement appeared in the native newspapers at Canton calling the shareholders in the Canton-Hankow Railway to meet at the Yick Sui To, on the 10th day of the 4th moon, in order that the chief manager and directors might be elected. Without any notification to the contrary, it is said, the meeting was held on the 1st day of the 4th moon, and ninety shareholders alone knew of the alteration in the date of the meeting and attended. However that may be, the meeting was called and an ex-compradore of Hongkong, who is also alleged to be a bankrupt, was elected by 150 votes—there were only 60 persons present—be chief manager. This man is stated to be unpopular among the merchants in China, and his appointment to that influential position on the railway is alleged to have been through the influence of Viceroy Shum. This action is opposed by nearly every one interested in the construction of the line, and it is also against the Chinese Commercial Ordinance. No directors have yet been elected, although it is rumoured that the Viceroy has nominated eight men for the post. This interference of the Viceroy into the matter has caused great indignation among the Canton merchants and the outcome of the business is anxiously awaited.

In confirmation of the above, the following private telegram was received in Hongkong to-day:—"Peking, May 18—Cantonese officials Peking strongly oppose railway organisation under protection of Viceroy Shum."

In consequence of the alleged high-handed methods of the Canton Viceroy, the vernacular papers at that port opened an attack on the authorities, with the result, it is said, that three journals have been suppressed, and the editors of others severely reprimanded. Some time last week a new journal, calling itself the *Yue Tung Sun Pao* (*Kwangtung News*) was sprung upon the public, but it is said that it has not "caught on." This newspaper, rumour says, is being run by the Cantonese authorities and the attitude it has taken up against certain persons interested in the welfare of the railway, is very hostile. What the Canton people are going to do is not known at present, but it is certain that they will fight the matter to the bitter end in order to keep the railway under popular control.

THE SHANGHAI CHESS CHAMPIONSHIP.

HONGKONG PLAYERS.

If the saying be correct—and we believe it to be so by a very considerable extent—that a map plays in a game of chess, so he will understand the circumstances of this part of the chess board in the game of Life, then we must indeed regard the four contestants who took part in the semi-final of the above tournament as constituting, to put it mildly, and perhaps ambiguously, a rather remarkable quartette of personalities. It has seldom been our lot to witness such a continuous and dexterous dodging of difficulties, such carefully laid and elaborately planned pitfalls, and such skilful evasions as has been the case in this exceptionally interesting round of the Championship Tournament.

The two successful combatants to emerge from this last contest are Mr. P. de Souza who defeated Mr. Hanson after an exceptionally hard fight, and Mr. Montalto de Jesus who succeeded in beating Mr. Hunnex in a somewhat unexpected manner. Messrs. Souza and Jesus have already played one of the five games which are to decide the championship, victory falling to the former. Mr. Jesus made an exceptionally brilliant attack, more daring than enduring; however, owing to a most amazing blunder which cost him his Queen. This practically finished the game, though his opponent from this unfortunate oversight, his attack was practically spent, and the game was assumed a slight but evident advantage in favour of his ever-alert opponent.—*Sport and Gossip*.

COMMERCIAL.

YARN MARKET.

In their report dated 16th instant, Messrs. Phoenix, B. Pettit and Co. write:—"We have noticed from time to time in our yarn market. During the whole of the fortnight under review no signs of either improvement or demand were noticeable. Some of the importers were over-anxious to quit and actually sold some lots at anomalously low rates. This further alarmed the Chinese dealers, and they began interlocking their holdings even at a greater decline. The foreign mer hants, who had re-purchased a good lot as reported in our last circular, are still hating at the continually declining rates, for they are sanguine of a spurt in the market after the rains are over and transacted. Market during the period instead of reviving from bad to worse both as regards prices and off-take. It is very hard to ascertain what prices the next sales would realise."

News from the Northern Ports and Shanghai are far from encouraging. Heavy stocks and continued heavy arrivals have greatly to answer for the sluggishness there, and the markets are pretty much in the same state as last advised, what with further financial failures and the preponderating influence of the ever-advancing Japanese.

Baby is now showing returning wisdom. She did all she could in a temporary boom to gorge herself, to glut Hongkong and Shanghai, and to bring about a general impasse, the effects of which will not wear out in the near future, but are likely to be felt somewhat in the early part of the next year, and that also can be possible only because Bombay is now in a serious mood to stay her hand in the speculative market, and the mills there entertain no offers for business for some time to come.

Prices of some of the mill's yarn are not quoted in this circular, and it is very hard to ascertain a correct quotation at present. Market closes quiet.

No. 200.—Only selected threads changed hands at a decline of from one to two dollars per bale.

No. 165.—A few threads fetched a dollar lower.

No. 122.—Not much in favour; prices show a decline of \$1, and a very limited business reported.

No. 101.—Sales of only two threads at a heavy decline is noted. This count at present remains neglected as stocks are accumulating.

Nos. 82 and 62 out of favour. No business reported.

Sales reported during the past fortnight:—600 bales of No. 102; 150 bales of No. 122; 75 bales of No. 165; and 325 bales of No. 202; in all about 1,050 bales.

Arrivals during the past fortnight:—Per steamers *Gregory Ahear*, *Laitang* and *Catharina Ahear* (from Calcutta), and steamers *Licht* and *Oceanic* (from Bombay) of about 11,800 bales for this port and about 10,500 bales for Shanghai.

Shipments to Shanghai and the Northern Ports about 3,000 bales.

Unsold Stock:—Estimated at about 79,000 bales.

Uncleared stock:—Estimated at about 45,000 bales.

Local Yarn.—No business reported.

Japanese Yarn.—No business reported.

Cotton.—Rather quiet; a small parcel of 24 bales fetched \$22 per picul.

Exchange:—We quote to-day as under:—

	Demand	Supply
India	T. T.	at Rs. 157 per cent.
London	T. T.	" Sh. 2 1/4 = \$
Shanghai	Demand	" 2 1/4 = \$
Silver	"	" 7 1/2 = \$100.
	"	" 30 1/2 per oz.

Today's quotations are as follows:—

	Per picul
Malay New	@ 930
" Old	@ 950/1,000
" Oldest	@ 1,030/1,050

Per chest:

	@ 82 1/2
India New	@ 82 1/2
India Old	@ 82 1/2
Persian (Paper)	@ 780

Another new arrival from Canton landed badly at the Police Court this morning. It appeared that while a policeman was on his beat in First Street, West Point, at midnight yesterday, he saw a ragged coolie about twenty yards ahead of him. He kept an eye on the coolie and seeing him linger, walked up and inquired what he was doing abroad at that time of the night. The constable got no reply, and accused the officer of a clean pair of heels. A chase ensued, and the Chinaman was captured. At the police station he said he had only just arrived from Canton; he had no place of abode, and no money. He was charged with being a vagrant at the Police Court this morning, and Mr. F. A. Hazeland sentenced him to three weeks' hard labour and six hours' stocks.

To-day's Advertisements.

GOVERNMENT NOTIFICATION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 21st day of May, 1906, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND adjoining Rural Building Lot 28, in the Colony of Hongkong, for a term of 21 years.

PARTICULARS OF THE LOT.

No. of Sale	Registry No.	Locality.	Boundary Measurements.	Contents in Square feet.	Annual Rent.	Upset Price.
1	Canton Lot No. 50	Adjoining Rural Building Lot 28, The Peak.	As per sale plan.	16,630	38	\$40

Hongkong, 19th May, 1906.

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GOVERNMENT NOTIFICATION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 21st day of May, 1906, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND adjoining Rural Building Lot 28, The Peak, in the Colony of Hongkong, for a term of 21 years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale	Registry No.	Locality.	Boundary Measurements.	Contents in Square feet.	Annual Rent.	Upset Price.
1	Rural Building Lot No. 124	New Rural Building Lot 28, The Peak.	As per sale plan.	1,500	8	\$10

Hongkong, 19th May, 1906.

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PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION, ON

MONDAY,

the 28th May, 1906, at 11 A.M., at ARMY ORDNANCE STORES, QUEEN'S ROAD EAST, THE FOLLOWING

GOVERNMENT STORES, AXLETREES, BOLTS AND NUTS, IRON SAFES OR PORTABLE MAGAZINES, WHEELS, COPPER SCALES, VICES, LEATHER STRAPS, OLD BRASS, GUN-METAL, COPPER, WHITE METAL, ZINC, STEEL, CAST, WROUGHT AND GALVANISED IRON, LEATHER, BLANKETS, TENT DUCK, TARRIED AND PLAIN CANVAS, ROPE, DOOSOOTIE HUNTING, WOOLLEN RAGS, OLD WOOL, IRON DRUMS AND CYLINDERS, PAINT KEGS, PACKING CASES, &c., &c. A large quantity of OLD BRASS.

Also, A quantity of Old and Part Worn CLOTHING. Catalogues can be had at the Ordnance Office or from the Auctioneers.

TERMS OF SALE.—Cash on delivery. All faults and errors of description at purchasers' risk, on the fall of the hammer.

All lots to be cleared within 48 hours. HUGHES & HOUGH, Auctioneers.

Hongkong, 19th May, 1906.

[581]

Intimations.

THE ROBINSON PIANO CO., LD.

NEW PIANOS

\$70 CASH

AND 18 PAYMENTS OF \$20 EACH

OR \$385 CASH.

GREAT STRENGTH AND SUPERIOR TO ANYTHING IN THE COLONY.

Steinway,

Bechstein,

Krauss,

Haake,

Hopkinson,

Winkelmann,

ON

CORRESPONDING TERMS.

ALSO

BABY GRANDS

AND

PIANOLAS.

Hongkong, 4th April, 1906.

[58]

WE IMPORT ONLY ONE

BRAND.

GENUINE

ITALIAN

VERMOUTH

MARTINI & ROSSI,

SUCCESSORS MARTINI

SOLA E CIA.,

TURIN, ITALY.

BEWARE OF IMITATIONS AND SEE

ARTICLE.

Per Case 12 Bottles,

Price - - \$11.00

AGENTS—

H. PRICE & CO.,

WINE MERCHANTS,

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.

AND

CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

OUTWARD.

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL	"IDOMENEUS"	22nd May.
GLASGOW and LIVERPOOL	"AJAX"	31st "
GLASGOW and LIVERPOOL	"MEMNON"	7th June.
GLASGOW and LIVERPOOL	"STENTOR"	14th "
GLASGOW and LIVERPOOL	"PROMETHEUS"	14th "
GLASGOW and LIVERPOOL	"PATROCLUS"	20th "
GLASGOW and LIVERPOOL	"PING SUEY"	21st "
GLASGOW and LIVERPOOL	"ANTENOR"	28th "

The S.S. "Idomeneus" left Singapore at noon on the 17th instant, and is due to arrive here on the 22nd.

HOMEWARD.

FOR	STEAMERS	TO SAIL
* GENOA, MARSEILLES & L'POOL	"CALCHAS"	20th May.
AMSTERDAM, LONDON & ANTWERP	"MOYUNE"	22nd "
AMSTERDAM, LONDON & ANTWERP	"JASON"	5th June.
AMSTERDAM, LONDON & ANTWERP	"DEUCALION"	19th "
* GENOA, MARSEILLES & L'POOL	"HYSON"	20th "
AMSTERDAM, LONDON & ANTWERP	"AJAX"	3rd July.
LONDON, AMSTERDAM & ANTWERP	"PROMETHEUS"	17th "
* GENOA, MARSEILLES & L'POOL	"PATROCLUS"	20th "
LONDON, AMSTERDAM & ANTWERP	"PING SUEY"	31st "

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH
THE NORTHERN PACIFIC RAILWAY CO.AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON POINTS IN THE UNITED STATES
OF AMERICA AND CANADA.

EASTWARD.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"STENTOR"	10th June.

WESTWARD.

FROM	STEAMERS	TO SAIL
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"KEENUN"	10th June.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 19th May, 1906.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
MANILA	"TEAN"	22nd May.
SHANGHAI	"SHANSI"	23rd "
CHEFOO and TIENSIN	"KWEICHOW"	24th "
SHANGHAI	"KIUKIANG"	24th "
SHANGHAI	"SHAOHSING"	24th "
CEBU and ILOILO	"KAIFONG"	25th "
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIKINS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"TSINAN"	30th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

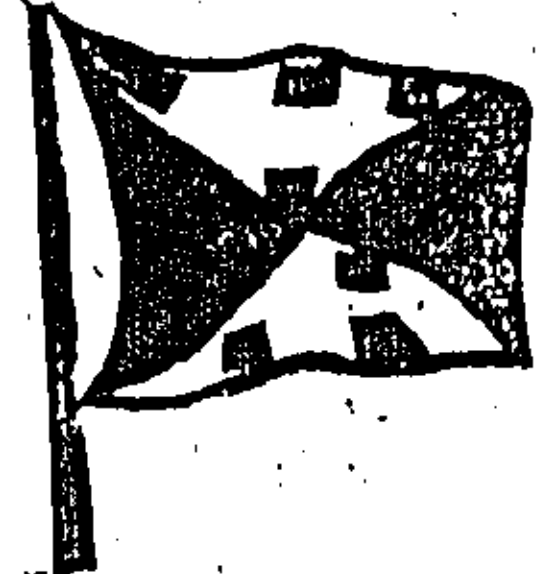
† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
‡ Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 16th May, 1906.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUHI	2540	R. Almond	MANILA (DIRECT)	SATURDAY, 26th May, at Noon.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 2nd June, at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 19th May, 1906.

HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.FOR NEW YORK via PORTS AND SUEZ CANAL.
(With Liberty to Call at the Malabar Coast).

Steamship	Tons	Captain	For	Sailing Dates
"RAMSAY"	2540	R. Almond	MANILA (DIRECT)	SATURDAY, 26th May, at Noon.
"ANGLO SAXON"	2540	R. Rodger	"	SATURDAY, 2nd June, at Noon.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 11th May, 1906.

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned Agents of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co.
Hongkong 28th May, 1895.

NOTICE.

THE Public are hereby informed that no change has been made in the Rates of Subscription to the Hongkong Telegraph and they are warned against paying more than TEN CENTS (10 cts) per Single Copy.

THE MANAGER,
Hongkong Telegraph Co., Ltd.
Hongkong, 20th September, 1907.

Shipping—Steamers.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG CHOW".....Tons.....T. R. MEAD.
"KWONG TUNG".....Tons.....R. RAMSEY.
Leave Hongkong for Canton at 9 every evening (Saturday excepted).

Leave Canton for Hongkong about 5.30 o'clock every evening (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey...\$4
Meals.....\$1 each.

ALSO

Excursions to MACAO every SATURDAY at 6 P.M., and every SUNDAY at 8.30 A.M. returning on SUNDAY at 10 A.M. and 6.30 P.M.

FARES: 1st Class single \$2 with cabin \$3.00, return \$3 " " \$5.00.
2nd Class single \$1, return \$1.50.

Breakfast, Tiffin and Dinner \$1.00 each.

The Wharf in Hongkong is at the Western end of Wing Lok Street.

SHIU ON S.S. CO., LD.,
YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West,
Hongkong, 17th April, 1906.

HONGKONG—MACAO LINE.

S.S. "WING CHAI".

Captain T. AUSTIN, R.N.R.

This Steamer departs from Hongkong on Week Days, at 7.30 A.M. and on Sundays at 8 A.M. Departs from Macao on Week Days at 3.30 P.M. and on Sundays at 5.30 P.M. if tide permits.

FARES:—Week Days, 1st Class, including Cabin and servant, Single \$3; Return Ticket, \$5; 2nd Class, \$1; 3rd Class, 50 cents.

On and after Sunday, 20th inst., inclusive, every Sunday will be an Excursion, at the following rates:—1st and 2nd Class, Single, \$2; Return, \$3; 1st Class, Single with Cabin, \$3; Return, \$5; 3rd Class, Single, 50 cents; Return, 80 cents.

All Meals can be supplied on Board at \$1 each Meal.

First Class Passengers, who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half Ticket will be available for the following day.

The Steamer is lit throughout by Electricity. The Steamer's Wharf at Hongkong is at the Western end of Wing Lok Street.

SAM WANG CO.,
Hongkong, 10th May, 1906.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
KUDAT and SANDAKAN	"MAUSANG"	SUNDAY, 20th May, Daylight.
SHANGHAI	"WINGSANG"	TUESDAY, 22nd May, 4 P.M.
TIENSIN via SWATOW & CHEFOO	"CHIPSING"	TUESDAY, 22nd May, 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"FOOKSANG"	FRIDAY, 25th May, 4 P.M.
MANILA	"YUENSANG"	FRIDAY, 25th May, 4 P.M.

† Taking Cargo on through Bills of Lading to Lahad Datu, Simporna, Tawau, Usukan, Jesselton and Labuan.

† Taking Cargo on through Bills of Lading to Chefoo and Yangtze Ports.

* These Steamers have superior accommodation for First-Class Passengers, and are fitted throughout with Electric Light.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 19th May, 1906.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

FOR

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"ARABIA"	4,483	Meitenthin	May 22nd.
"ARAGONIA"	5,198	Ernst	June 11th.
"NICOMEDIA"	4,370	Wagemann	June 21st.
"NUMANTIA"	4,970	Feldtmann	July 14th.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

S. SILVERSTONE, Acting General Agent.

Hongkong, 16th May, 1906.

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From London, Marseilles, &c., ex S.S. "Moldavia" and "China".

From Persian Gulf, ex B.I.S.N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 23rd instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 16th May, 1906.

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From London, &c.

From Italy.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 21st instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 15th May, 1906.

Shipping—Steamers.

FOR SHANGHAI, VLADIVOSTOCK AND NIKOLAJEWSK.

THE Steamship

"STANDARD."

Captain Bull, will be despatched for the above Ports, on MONDAY, the 21st instant, at Noon. The Steamer has splendid accommodation for Passengers.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 17th May, 1906.

NIPPON YUSEN KAISHA.

HONGKONG-SWATOW-BANGKOK LINE.

FOR SWATOW AND BANGKOK.

THE Chartered Steamship

"CHILDAR."

Captain H. Nilsen, will be despatched as above, on TUESDAY, the 22nd instant, at Noon.

For Freight or Passage, apply to

NIPPON YUSEN KAISHA,
Prince's Building.

Hongkong, 18th May, 1906.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"CATHERINE APCAR."

Captain A. Stewart, will be despatched for the above Ports, on TUESDAY, the 22nd instant, at Noon.

For Freight or Passage, apply to

DAVID SASSOON & CO., LIMITED,
Agents.

Hongkong, 14th May, 1906.

Consignees.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLOMOND."

FROM ANTWERP, LONDON AND STRAITS.

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 24th instant will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 31st instant, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd instant, at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 17th May, 1906.

FROM HAMBURG, BREMEN, PENANG AND SINGAPORE.

THE H. A. L. Steamship

"ACILIA."

Captain Schulte, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23rd instant, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd instant, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 17th May, 1906.

S.S. "SALAZIE."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London

ex S.S. "Dordogne" and "Charente", from

Havre ex S.S. "Charente", and from Bourdeaux

ex S.S. "Cambrai", in connection with above

Steamer, are hereby informed that their

Goods, with the exception of Opium, Tea,

Sundries and Valuables are being landed and

stored at their risk into the hazardous and/or

extra hazardous Godowns of the Hongkong and

Kowloon Wharf and Godown Co., Limited, and

whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless

intimation is received from the Consignees

before Noon TO-DAY, requesting it to be

landed here.

Bills of Lading will be countersigned by the

Undersigned. Goods remaining unclaimed

after MONDAY, the 21st instant, at Noon, will

be subject to rent and landing charges.

All Claims must be sent in to me on or before

the 21st instant, or they will not be recognised.

All damaged packages will be examined on

MONDAY, the 21st instant, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.

Hongkong, 14th May, 1906.

Consignees.

BOSTON STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "TREMONT."

FROM TACOMA, VICTORIA, YOKO-

HAMA, KOBE, MOJI, SHANGHAI

AND MANILA.

THE above Steamer having arrived, Con-

signees of Cargo are hereby requested to

send in their Bills of Lading for Countersign-

ature, and to take immediate delivery of their

Goods from alongside.

Cargo impeding the discharge of the Vessel

will be landed and stored at Consignees' risk

and expense.

No Fire Insurance will be effected by us in

any case whatever.

DODWELL & CO., LIMITED,
Agents.

Hongkong, 18th May, 1906.

OKAYAMA ORPHANAGE AND Famine Relief Work.

TO THE EDITOR OF THE "CHRONICLE."

Sir,—Up to date \$82 children from the

famine region have been received at the

Mails.

MESSAGERIES
MARITIMES
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, CALCUTTA,
BOMBAY, ADEN, DJIBOUTI,
EGYPT, MARSEILLES,
LONDON, HAVRE, BORDEAUX, MEDITER-
RANEAN AND BLACK SEA PORTS.

The S.S. "CALEDONIE,"
Captain Gregor, will be despatched for
MARSEILLES on TUESDAY, the 29th
May, at 1 P.M.
This steamer connects at Colombo with the
Australian line S.S. *Nira* bound for Marseilles
via Bombay and Aden.
Passage tickets and through Bills of Lading
issued for above ports.
Cargo also booked for principal places in
Europe.

Next sailings will be as follows:—
S.S. *SALAZIE* 12th June.
S.S. *OCEANIE* 26th June.
S.S. *TOURANE* 10th July.
S.S. *TOMKIN* 24th July.
S.S. *ARMAND BEHIC* 7th August.
G. DE CHAMPEAUX,
Agent.

Hongkong, 15th May, 1906.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN AND SOUTH AFRICAN PORTS.)

The Steamship

"OCEANA."

Captain W. W. Cooke, R.N.R., carrying His
Majesty's Mails, will be despatched from this
for BOMBAY, on SATURDAY, the 2nd
June, 1906, at Noon, taking Passengers and
Cargo for the above Ports in connection with
the Company's S.S. *China*, 7,912 tons, from
Colombo, Passengers' accommodation in which
vessel is secured before departure from Hong-
kong.

Silk and Valuables, all Cargo for France
and Tea for London (under arrangement) will
be transhipped at Colombo into the *Mai*
steamer proceeding direct to Marseilles and
London, other Cargo for London, &c., will be
collected from Bombay by the R.M.S. *Egypt*,
due in London on the 15th July, 1906.

Parcels will be received at this Office until
P.M. the day before sailing. The Contents and
Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 19th May, 1906.

Intimations.

CUTLER, PALMER & CO.

WINE & SPIRIT MERCHANTS,

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

BRANDY

20.00

16.75

20.00

12.50

10.50

20.00

13.75

20.00

16.00

40.50

16.00

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ACHEE & CO.

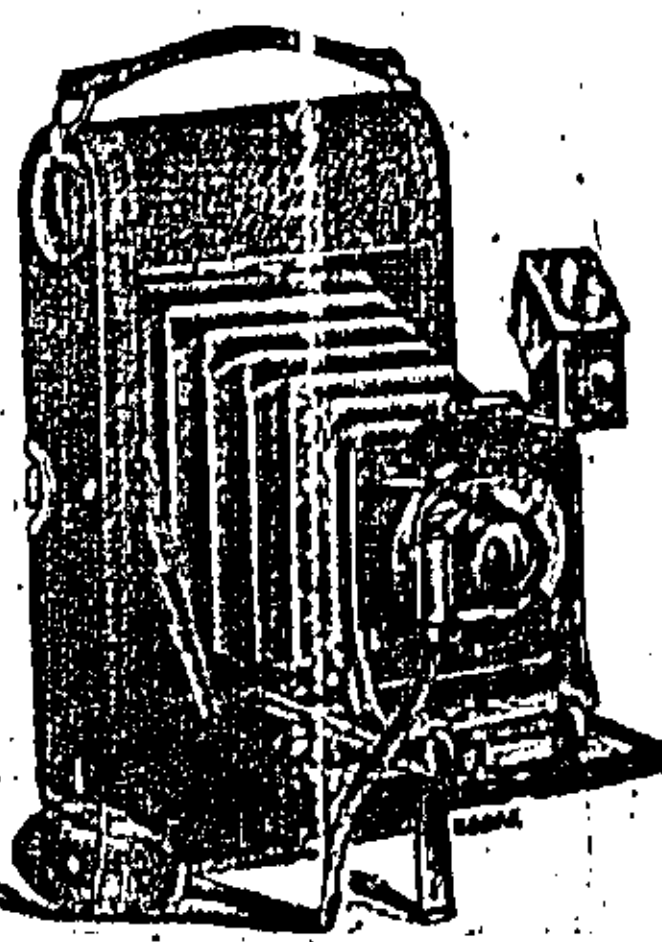
ESTABLISHED 1859.

FURNITURE,

GENERAL HOUSEHOLD

REQUISITES.

&c., &c., &c.



DEPOT

FOR

EASTMAN'S

KODAKS, FILMS,

AND

ACCESSORIES.

AMATEUR WORK Receives PROMPT and CAREFUL ATTENTION.
Hongkong, 16th May, 1906.

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATION
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$1,000,000 \$9,500,000 \$10,500,000	\$1,699,777	\$1 15/- div. and £1 bonus @ ex. 2/0 9/16 = \$26.87 for 2nd half-year 1905	5 %	\$850 sellers London 280.15
National Bank of China, Limited	99,915	£7	£5	\$1,000,000 \$147,895	\$74,099	\$2 (London 3/6) for 1905 .....	...	\$38
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,000,000 \$147,895	\$211,540	\$20 for 1904	5 1/2 %	\$360
North China Insurance Company, Limited	10,000	£15	£5	\$1,000,000 \$100,000 \$10,000	Tls. 302,053	Interim div. of 7/6 on account 1905	5 1/2 %	Tls. 87 1/2
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,000,000 \$100,000 \$10,000	\$2,792,271	Interim div. of 1/3 for 1905	5 %	\$1800
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$1,000,000 \$100,000 \$10,000	\$508,334	\$12 and \$3 special dividend for 1904	8 1/2 %	\$175
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,000,000 \$100,000 \$10,000	\$344,068	\$6 for 1904	7 %	\$180
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,000,000 \$100,000 \$10,000	\$422,618	\$25 for 1904	8 %	\$305
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$1,000,000 \$100,000 \$10,000	\$6,563	\$1 1/2 for 1905	6 1/2 %	\$22 sales
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$1,000,000 \$100,000 \$10,000	Nil.	\$3 1/2 for year ended 30.6.1905	8 1/2 %	\$40 buyers
Hongkong, Canton & Macao Steamboat Co., Ltd.	20,000	\$15	\$15	\$1,000,000 \$100,000 \$10,000	\$24,080	\$1 for 2nd half-year making \$2 for 1905 ..	8 %	\$25
Indo-China Steam Navigation Company, Limited	10,000	£10	£10	\$1,000,000 \$100,000 \$10,000	£4,435	12/- @ 1/10 = \$6.29.51 for 1904	7 %	\$90
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	\$1,000,000 \$100,000 \$10,000	Tls. 23,156	Final Tls. 3 making Tls. 5 for 1905	8 %	Tls. 62 buyers
Do. (Preference)	100,000	£1	£1	\$1,000,000 \$100,000 \$10,000	£107,815	Final Tls. 14 making Tls. 3 1/2 for 1905	7 %	Tls. 50 buyers
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	\$1,000,000 \$100,000 \$10,000	£107,815	1/- (Coupon No. 6) for 1905	4 %	26/-
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$1,000,000 \$100,000 \$10,000	\$929	\$1.80 for year ending 30.4.1905	5 1/2 %	\$33
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	\$1,000,000 \$100,000 \$10,000	Tls. 13,913	Final of Tls. 2 making Tls. 4 for 1905	10 %	Tls. 40 buyers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$1,000,000 \$100,000 \$10,000	\$40,914	Final of \$15 making \$35 for 1905	14 1/2 %	\$170
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	\$1,000,000 \$100,000 \$10,000	\$132,588	\$3 for 1897 .....	...	\$25
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	\$1,000,000 \$100,000 \$10,000	Tls. 3,723	Tls. 2 1/2 for year ending 30.9.04 .....	...	Tls. 90 sales
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	\$1,000,000 \$100,000 \$10,000	£13,355	1/- (No. 6) interim div. for 12 months ending 28.2.06	7 %	Tls. 10.10 buyers
Central Consolidated Mining Company, Limited	500,000	G \$10	G \$10	\$1,000,000 \$100,000 \$10,000	G \$909,050	Final of 50 cents making G \$1 for 1905 ..	7 %	G \$14
East Australian Gold Mining Company, Limited	150,000	£1	£1	\$1,000,000 \$100,000 \$10,000	£8,745	No. 12 of 1/- = 48 cents .....	...	\$3 sales
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$1,000,000 \$100,000 \$10,000	\$8,915	\$2 for 1905	9 %	\$22
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	£50	£50	\$1,000,000 \$100,000 \$10,000	\$20,040	Final of \$3 1/2 making \$6 for 1905	5 1/2 %	\$104
Poon, Tong and Whampoa Dock Company, Ltd.	10,000	£50	£50	\$1,000,000 \$100,000 \$10,000	\$362,232	\$6 for second half-year making \$12 for 1905	7 1/2 %	\$162
New Amoy Dock Company, Limited	10,000	£50	£50	\$1,000,000 \$100,000 \$10,000	\$2,221	\$1 for 1905	6 1/2 %	\$17 buyers
Shanghai Dock and Engineering Co., Ltd.	15,200	Tls. 100	Tls. 100	\$1,000,000 \$100,000 \$10,000	Tls. 34,924	Interim of Tls. 4 for year 1905/6	10 1/2 %	Tls. 116 sales
Shanghai and Hongkong Wharf Company, Limited	32,000	Tls. 100	Tls. 100	\$1,000,000 \$100,000 \$10,000	Tls. 57,665	Final of Tls. 8 making Tls. 14 for 1905 ..	6 1/2 %	Tls. 225 buyers
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	\$1,000,000 \$100,000 \$10,000	Tls. 5,668	Tls. 18 for 1905	8 1/2 %	Tls. 220 buyers
LANDS, HOTELS & BUILDING.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	\$1,000,000 \$100,000 \$10,000	none	First year	8 %	Tls. 100
Astor House Hotel Company, Limited (Shanghai) ..	10,000	\$25	\$25	\$1,000,000 \$100,000 \$10,000	\$5,028	\$2 1/2 for year ended 30.6.1905 .....	...	\$12 sellers
Central Stores, Limited	6,000	\$15	\$15	\$1,000,000 \$100,000 \$10,000	\$4,719	\$2.40 on \$12 for 1905	13 1/2 %	\$18 sales
Do. (new issue)	24,000	\$15	\$15	\$1,000,000 \$100,000 \$10,000	none	7 % on \$7 1/2 for 1905 .....	...	\$154 buyers
Do. (Founders)	123	\$15	\$15	\$1,000,000 \$100,000 \$10,000	none	None .....	...	\$300 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$1,000,000 \$100,000 \$10,000	\$619	\$5 for second half-year making \$10 for 1905	7 1/2 %	\$130
Hongkong Land Investment and Agency Co., Ltd.	10,000	\$100	\$100	\$1,000,000 \$100,000 \$10,000	\$67,839	Final of \$3 1/2 making \$7 for 1905	6 1/2 %	\$120
Hotel des Colonies Company, Limited	9,000	Tls. 25	Tls. 25	\$1,000,000 \$100,000 \$10,000	Tls. 7,202	Interim of Tls. 1	14 1/2 %	Tls. 17
Hotel Metropole Company, Limited	2,000	\$100	\$100	\$1,000,000 \$100,000 \$10,000	\$4,699	Final of \$6 making \$10	10 %	\$100
Humphreys Estate & Finance Company, Limited	100,000	\$10	\$10	\$1,000,000 \$100,000 \$10,000	\$5,070	80 cents for 1905	7 %	\$11
Kowloon Land and Building Company, Limited	1,000	\$50	\$50	\$1,000,000 \$100,000 \$10,000	\$574	\$2 1/2 for 1905	6 1/2 %	\$39
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	\$1,000,000 \$100,000 \$10,000	Tls. 52,194	Final of Tls. 3 making Tls. 6 for 1905	5 %	Tls. 119 sellers
West Point Building Company, Limited	12,500	\$50	\$50	\$1,000,000 \$100,000 \$10,000	\$772	Final of \$1.90 making \$3.65 for 1905	7 %	\$53
COTTON MILLS.								
Two Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	\$1,000,000 \$100,000 \$10,000	Tls. 45,939	Tls. 8 for year ended 31.10.1905	11 %	Tls. 73 sales
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	\$1,000,000 \$100,000 \$10,000	\$3,264	\$1 for the year ending 31.7.05	7 %	\$15
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	\$1,000,000 \$100,000 \$10,000	Tls. 18,718	3 1/2 a/c 1898 .....	...	Tls. 65 sellers
Lao-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	\$1,000,000 \$100,000 \$10,000	Tls. 30,760	Tls. 8 for 1905	11 1/2 %	Tls. 70 sales
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	\$1,000,000 \$100,000 \$10,000	Tls. 35,986	Tls. 25 for 1905	7 1/2 %	Tls. 325 sales
MISCELLANEOUS.								
Anglo-German Brewery Company, Limited	4,000	\$100	\$100	\$1,000,000 \$100,000 \$10,000	\$1,066	\$7 for 1905	7 %	\$100
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	\$1,000,000 \$100,000 \$10,000	\$1,097	1/3 per share for 1904	9 1/2 %	\$74 buyers
Campbell, Moore & Co., Limited	1,200	\$10	\$10	\$1,000,000 \$100,000 \$10,000	Nil.	\$3 for 1905 .....	...	\$12
China Borneo Company, Limited	60,000	\$12	\$12	\$1,000,000 \$100,000 \$10,000	Tls. 889	\$1 for 1904	12 1/2 %	\$7 buyers
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	\$1,000,000 \$100,000 \$10,000	Tls. 1,210	Final of Tls. 5 making Tls. 10 for 1905 ..	6 1/2 %	Tls. 80 sales
China Light and Power Company, Limited	100,000	\$10	\$10	\$1,000,000 \$100,000 \$10,000	\$1,581	62 cents for year ended 28.2.06	9 %	\$9
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$1,000,000 \$100,000 \$10,000	\$2,864	80 cents for 1905	7 1/2 %	\$16
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	\$1,000,000 \$100,000 \$10,000	\$52,291	\$1.20 for year ending 31.7.1905	8 1/2 %	\$29
Green Island Cement Company, Limited	150,000	\$10	\$10	\$1,000,000 \$100,000 \$10,000	\$20,893	\$2 dividend and 50 cents bonus for 1905 ..	11 %	\$22 1/2
Hall & Holt, Limited	21,000	\$20	\$20	\$1,000,000 \$100,000 \$10,000	\$2,568	\$2 1/2 for year ending 28.2.06	7 1/2 %	\$16 ex div.
Hongkong Electric Company, Limited	60,000	\$10	\$10	\$1,000,000 \$100,000 \$10,000	\$2,796	65 cents for 10 months ending 28.2.06 ..	6 1/2 %	\$335</